



**SFMTA**

San Francisco Municipal Transportation Agency

# Capital Improvement Program

Fiscal Year 2023-27

**Budget, Financial Planning & Analysis**  
Finance & Information Technology Division

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# Executive Summary

The San Francisco Municipal Transportation Agency’s (SFMTA) Fiscal Year 2023-2027 Capital Improvement Program (CIP) is a fiscally constrained set of projects that the SFMTA plans to implement during the next five years. The Fiscal Year 2023-2027 CIP includes more than 178 projects; representing an investment of \$2.6 billion. These projects are designed to improve the safety, reliability, equity and efficiency of San Francisco’s transportation system for all residents, workers and visitors.

The agency maintains a five-year program of projects that are fiscally constrained, that is, limited to only what we can pay for with our forecast revenues. The CIP defines funding source restrictions, areas for capital investment and project phases and gives the public a transparent view of SFMTA’s capital investment goals and project priorities.

- **Part 1** gives background on the SFMTA, the guiding Strategic Plan, and 20-year Capital Plan documents, and context for both citywide and regional investments;
- **Part 2** describes the Capital Improvement Program policy goals, new funding sources, and project delivery information;
- **Part 3** details each of the agency’s capital programs, including specific projects to be completed over the next five years with their budgets and scopes of work;
- **Part 4** shows project schedules by phase with start dates and duration for those in the five-year CIP;
- **Part 5 (Funding Guide)** summarizes all revenues that provide Fiscal Year 2023-2025 funding, including formula and competitive funds from local, regional, state, and federal sources.

The Fiscal Year 2023-2027 CIP was developed with extensive community outreach. Input was incorporated from public hearings, workshops and presentations to community groups, advocacy organizations, local elected officials and city agencies. Feedback was incorporated into the final document to be presented to the SFMTA Board of Directors on April 5, 2022.

Over the next five years, the SFMTA will build on the agency’s Strategic Plan and 20-Year Capital Plan goals. The Fiscal Year 2023-2027 CIP continues the prior CIP’s focus on three guiding policy goals:

1. Vision Zero
2. Transit First
3. State of Good Repair

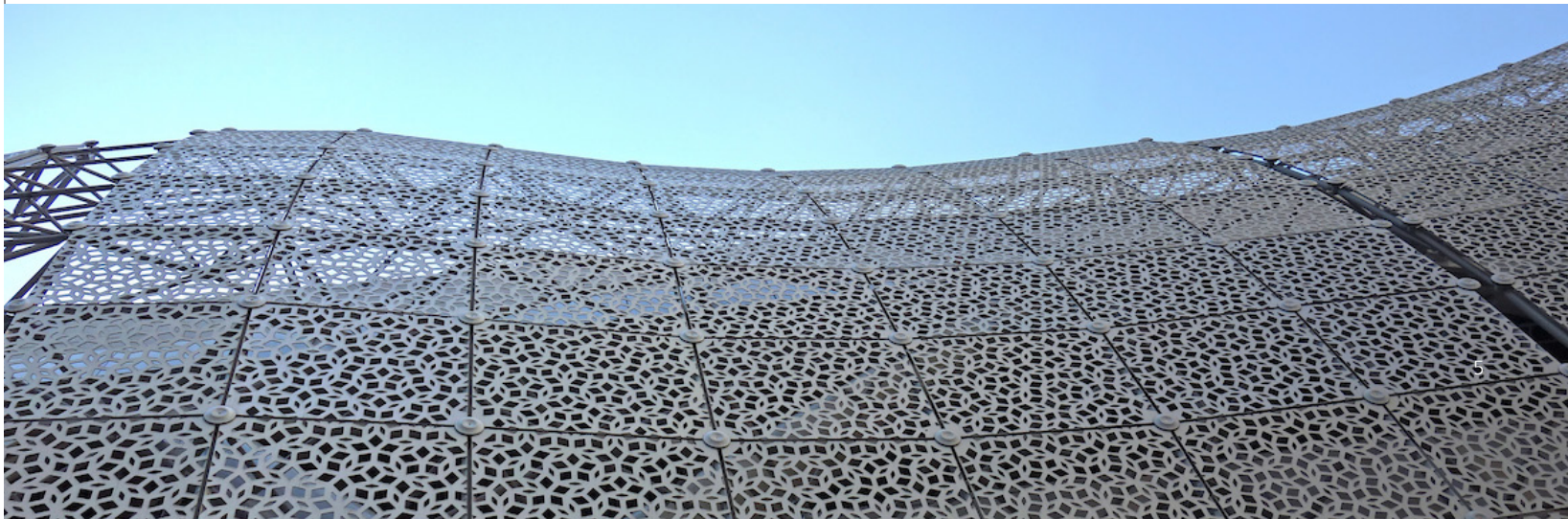
There are several investment areas that are essential to achieve these goals; pedestrian, bicycles, and complete streets projects to improve the safety and livability of the city streets; Muni Forward projects to increase the comfort and reliability of our transit network; replacement and expansion of the Muni fleet; and replacement of aging infrastructure. Project in the CIP often need to adjust to changing conditions and needs, adjustments will be made as these are identified through the SFMTA’s Transportation Capital Committee. Public outreach will continue to be essential to define and improve the agency’s capital investments.

The SFMTA looks forward to collaborating with the Mayor, the Board of Supervisors, our partner city agencies, advocacy organizations, and the public over the next five years to implement the Fiscal Year 2023-2027 CIP and to build a safer, more reliable, and more equitable transportation system.

## Capital Program Overview

The CIP is divided into Capital Program categories to help ensure that capital investments are in line with the Agency’s strategic goals and priorities. This table shows program descriptions and total budget by fiscal year for each Capital Program.

| Capital Program                  | FY 2022-23 Budget | FY 2023-24 Budget | FY 2024-25 Budget | FY 2025-26 Budget | FY 2026-27 Budget | Total         |
|----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|
| Communication & IT               | 955,968           | 3,294,032         | 2,997,315         | 6,576,144         | 268,175           | 14,091,634    |
| Facility                         | 51,370,430        | 67,539,278        | 38,846,970        | 24,274,685        | 24,800,201        | 202,149,596   |
| Fleet                            | 171,815,283       | 143,869,135       | 192,258,792       | 413,232,144       | 226,234,682       | 1,147,410,036 |
| Parking                          | 0                 | 0                 | 0                 | 0                 | 0                 | 0             |
| Security                         | 1,939,052         | 1,939,052         | 1,939,052         | 1,939,052         | 1,939,052         | 9,695,260     |
| Signals                          | 16,478,945        | 13,217,791        | 20,049,333        | 14,681,075        | 8,734,802         | 73,161,946    |
| Streets                          | 53,293,356        | 37,340,704        | 52,124,106        | 33,168,063        | 64,702,131        | 240,628,360   |
| Taxi                             | 653,490           | 351,822           | 733,110           | 9,745             | 529,553           | 2,277,720     |
| Transit Fixed Guideway           | 80,953,703        | 81,812,620        | 148,373,082       | 162,083,082       | 120,048,060       | 593,270,547   |
| Transit Optimization & Expansion | 46,101,984        | 38,815,265        | 86,028,980        | 88,790,194        | 71,745,784        | 331,482,207   |
| Grand Total                      | 423,562,211       | 388,179,699       | 543,350,740       | 744,754,184       | 519,002,440       | 2,614,167,306 |



# The SFMTA

## About the SFMTA

### Who We Are

The San Francisco Municipal Transportation Agency (SFMTA) is the department of the City and County of San Francisco responsible for the management of all ground transportation in the city. The SFMTA was established in 1999 when Proposition E amended the City Charter to merge the San Francisco Municipal Railway (Muni) with the Department of Parking and Traffic (DPT), followed by the Taxi Commission in 2007. This integrated approach allowed the organization to manage the streets more effectively, as well as advance the city’s Transit First policy. The SFMTA is governed by a Board of Directors who are appointed by the Mayor and confirmed by the San Francisco Board of Supervisors. The SFMTA Board provides policy oversight for the agency, reviewing and approving its budget, contracts, fees, fines, and fare changes ensuring representation of the public interest.

### What We Do

The SFMTA oversees the Municipal Railway (Muni) public transit, as well as bicycling, paratransit, parking, traffic, pedestrian infrastructure, curb management, and taxis, shuttles, and shared mobility. Today, Muni is the eighth largest provider of transit passenger trips in the nation with a diverse fleet of vehicles – hybrid bus, trolley bus, light rail, historic streetcar and cable car. The SFMTA also manages paratransit service for people unable to use other forms of transit, regulates taxi companies and commuter shuttles, oversees both on and off-street public parking; plans, installs and maintains traffic signage, bike and pedestrian facilities.

The SFMTA provides long-range forecasts for the agency’s fleets and facilities, public rights-of-way, and review expected transportation needs of proposed land-use development with private developers and other partners. The SFMTA also partners with city and regional agencies to work toward long-term transportation, housing, and equity goals. Through these various functions, SFMTA actions affect every person who lives, works in, or visits the city. The SFMTA also contributes to regional efforts to attain California’s climate and sustainability goals and support our quality of life and economic vitality.



## Strategic Plan & Capital Plan

### SFMTA Strategic Plan

Many of the challenges and opportunities that the SFMTA faces in the next several years are a result of, on in response to, the changing and growing city. San Francisco is one of 20 of the fastest-growing cities in the United States. With a current population of over 874,965 , the city is expected to reach over a million residents by 2040. We must use our limited resources carefully to accommodate this growth and still meet our objectives for the City’s quality of life.

The SFMTA Strategic Plan establishes a consistent approach for how state, regional, and local policies are implemented in the city’s transportation system. Specifically, the objectives in the Strategic Plan guide the agency’s planning efforts, the prioritization of capital programs and projects, and the development of 10-year Short Range Transit Plan, five-year Capital Improvement Program, and two-year budget.

Since the agency adopted the last Strategic Plan in April 2018, there have been significant changes that have affected the city’s transportation system and the overall mobility of its residents, workers and visitors. During the pandemic, people’s needs and travel choices changed and key destinations outside of the downtown core were identified. It also redefined what it means to support essential travel to those destinations around the city and how and when residents use the public rights-of-way for exercise and socializing. Additionally, the widespread adoption of telecommuting in early 2020 showed the city how new technologies and business operations could be adopted quickly and what a city without vehicle congestion could look like.

Throughout the pandemic, the SFMTA continually demonstrated to the public its flexibility and willingness to try new ideas, constantly pushing to improve agency operations to support those most dependent on transit. As the agency looks ahead to a post-pandemic city, it is committed to doing its part to support the city’s small businesses and the city’s overall economic recovery, while taking steps to stabilize the agency’s financial situation and build trust with the public.

**Vision:** A city of diverse and vibrant neighborhoods seamlessly connected by safe, reliable, affordable transportation for all.

**Mission Statement:** We envision a transportation network that improves the daily lives of everyone who lives, works in or visits San Francisco.

**Values:** The 13 system values have been sorted into four key themes: Equity, Economic Vitality, Environmental Stewardship, and Trust.

SFMTA Strategic Goals:

1. Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
2. Create a work environment that is responsive, equitable and inclusive.
3. Recruit, hire and invest in a diverse workforce.
4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
7. Build stronger relationships with stakeholders.
8. Deliver quality projects on-time and on-budget.
9. Fix things before they break and modernize systems and infrastructure.
10. Position the agency for financial success.

## SFMTA 20-Year Capital Plan Update

Guided by the SFMTA Strategic Plan, the Capital Plan is the first step in identifying and prioritizing capital needs to help guide future investments. The purpose of the Capital Plan is to provide a prioritize list of capital needs over a 20-year timeframe. The SFMTA Capital Plan is fiscally unconstrained, meaning that it identifies capital needs for which funding has not yet been identified. Once funding sources are identified, these capital needs can then be addressed through projects in the fiscally constrained five-year CIP and two-year Capital Budget. The SFMTA Capital Plan is updated every two years and was last updated in 2021.

The 2021 Capital Plan Update identified nearly \$31.2B in investment need across all SFMTA capital programs. This was an increase from the previous 2019 Capital Plan that identified \$644M in investment needs.

*Visit the 2021 SFMTA Capital Plan Update online: <https://www.sfmta.com/reports/2021-sfmta-20-year-capital-plan>*

## SFMTA Transportation 2050

The Transportation 2050 effort is based on transportation needs and priorities identified by the community over the last eight years through two Mayoral transportation task forces (T2030 and T2045) with additional input from the city’s Muni Reliability Working Group in 2020. Transportation 2050 evaluates the resources needed to achieve the community’s vision for transportation developed through the city’s ConnectSF planning process, as well as infrastructure needs identified in the SFMTA’s 20-Year Capital Plan.

However, over the last twenty years the demands on San Francisco’s transportation system have increased while revenues haven’t kept up. We are \$50 billion short of achieving the community’s vision for transportation over the next 30 years. How did we get here? San Francisco has grown. Transportation has changed. But our financial structures have not.

Current federal relief is one-time funding that only keeps SFMTA afloat in the near term - through 2022. Transportation 2050 looks at our past and charts out our future. It evaluates additional sources of funding that could reduce the ongoing budget shortfall and put the SFMTA on the path to firmer financial footing for the future.

With limited funds, the SFMTA gathered additional community input through a 2021 citywide Community Survey to ensure the transportation choices we’re making reflect the community’s priorities. Top community priorities include:

- Making our service equitable
- Making Muni run well with quick convenient access to all parts of San Francisco
- Repairing and maintaining Muni equipment and facilities
- Improving service for communities most dependent on transit
- Ensuring that trips to all destinations work well

*Visit the T2050 Update online: <https://www.sfmta.com/projects/transportation-2050>*



## Regional Investment Context

### Plan Bay Area

Plan Bay Area is an integrated long-range transportation plan adopted by the MTC and Association of Bay Area Governments (ABAG) that integrates land-use and housing plans through 2050 for the San Francisco Bay Area. The California Sustainable Communities and Climate Protection Act of 2008 (SB375) requires this strategy to support our growing regional economy, provide more housing and transportation choices and reduce transportation-related pollution in the nine-county Bay Area. The plan is updated every four years to reflect changing condition and priorities and was most recently updated in July 2017. Plan Bay Area 2050 was adopted by the Metropolitan Transportation Commission and the Association of Bay Area Governments in October 2021.

For San Francisco, the San Francisco Transportation Authority (SFCTA) assists the SFMTA and other local agencies to submit investment needs to MTC during the Plan Bay Area Call for Projects. Inclusion in the financially constrained project list in Plan Bay Area is mandatory for all projects seeking state or federal funds or a federal action. Three project parameters are used to evaluate projects: project readiness, plan status, and supporting adopted goals. The 20-Year Capital Plan and five-year CIP are one way that the SFMTA satisfies these parameters. The SFCTA then develops recommendations for project and program priorities within MTC’s target budget for the county in consultation with stakeholders. Once approved by the Transportation Authority Board, the list of recommended investment priorities is submitted to MTC for evaluation in Plan Bay Area. After MTC completes its detailed project evaluation, including environmental review, the final list is adopted.

### San Francisco Transportation Plan

The San Francisco Transportation Plan serves as the blueprint to develop and invest in San Francisco’s transportation system for the next 30 years. The SFTP includes all transportation modes, operators and networks, and works to improve travel choices for all users. Through detailed analysis, interagency collaboration and public input, the SFTP evaluates ways to improve the transportation system with existing and potential new revenues. The SFTP is prepared by the San Francisco County Transportation Authority (SFCTA) and adopted by the SFCTA Board.

The SFTP update is conducted in advance of the region-wide Plan Bay Area updated and serves to advance local transportation priorities within the context of regional planning efforts. The most recent 2017 SFTP update reaffirmed the original 2013 plan goals, policy recommendations, and investment plan with its strong emphasis on “fix-it-first” projects such as street repair and replacing worn out rail and damaged sidewalks to ensure our existing transit and roadway infrastructure is well-maintained, safe and reliable – balanced with strategic capacity expanding projects (e.g. increasing the size of transit fleets) and enhancement to achieve livability and economic competitiveness goals for current and future San Franciscans.

# Muni Service Equity Strategy

## Promoting an Equitable System

In May 2014, the SFMTA Board of Directors adopted the Muni Service Equity Policy, which requires the SFMTA to prepare a Muni Service Equity Strategy to coincide with our two-year budget process. The second Muni Equity Strategy was adopted in April 2018 and evaluates transit service performance in select disadvantaged neighborhoods.

The strategy selects areas with many low-income households, seniors, people of color, people with disabilities and households without access to personal cars. The Oceanview Ingleside neighborhood was added in the latest strategy. Critical Muni routes in these neighborhoods are identified and their service quality analyzed. We measure reliability, crowding, customer satisfaction, and travel times to and from key destinations such as grocery stores and hospitals. Using these measurements, the agency prioritizes neighborhood improvements that are possible to complete within the two-years of funding from the Capital Budget.

The upcoming update to the Muni Service Equity Strategy identifies an additional Equity Strategy neighborhood, Treasure Island.

Visit the Muni Equity Strategy online: <https://www.sfmta.com/projects/muni-service-equity-strategy>



# The Capital Improvement Program

## About the CIP

### The Capital Improvement Program

The SFMTA Fiscal Year 2023-2027 Capital Improvement Program (CIP) includes 178 projects that will receive funding in the five-year period, totaling \$2.6 billion in citywide investment. Project include new transportation infrastructure, vehicle, and equipment purchases, and one-time efforts such as plans, evaluations, and educational programs. In addition to project receiving new funds, there are 63 ongoing carryforward projects with \$183.3 million in remaining funds. Carryforward projects are fully funded and underway prior to the FY 23-27 period and will not receive any new funding in the CIP.

SFMTA staff identify projects for funding and inclusion in the CIP based on: (1) input from public meetings and other community engagement; (2) input from the SFMTA Board of Directors, San Francisco Board of Supervisors, Transportation Authority Board, citizen advisory committees and other citywide bodies; (3) SFMTA Board and other City-approved plans for growth, improvements and rehabilitation, including neighborhood plans and citywide strategies; (4) the SFMTA Strategic Plan and 20-Year Capital Plan; and (5) staff-identified needs related to critical safety concerns and best practices.

### Purpose of the Capital Improvement Program

The CIP aims to:

- Develop a fiscally constrained 5-year program of projects for the transportation system
- Review and forecast capital revenue sources between FY23-27
- Serve as an implementation tool for the SFMTA Strategic Plan and other plans and strategies
- Minimize obstacles to project delivery which stem from fund availability limitations (i.e. grant requirements, regional allocation amounts, etc.)
- Foster credibility and trust with the public and external funding agencies by providing transparent and accessible information

## CIP Development Process

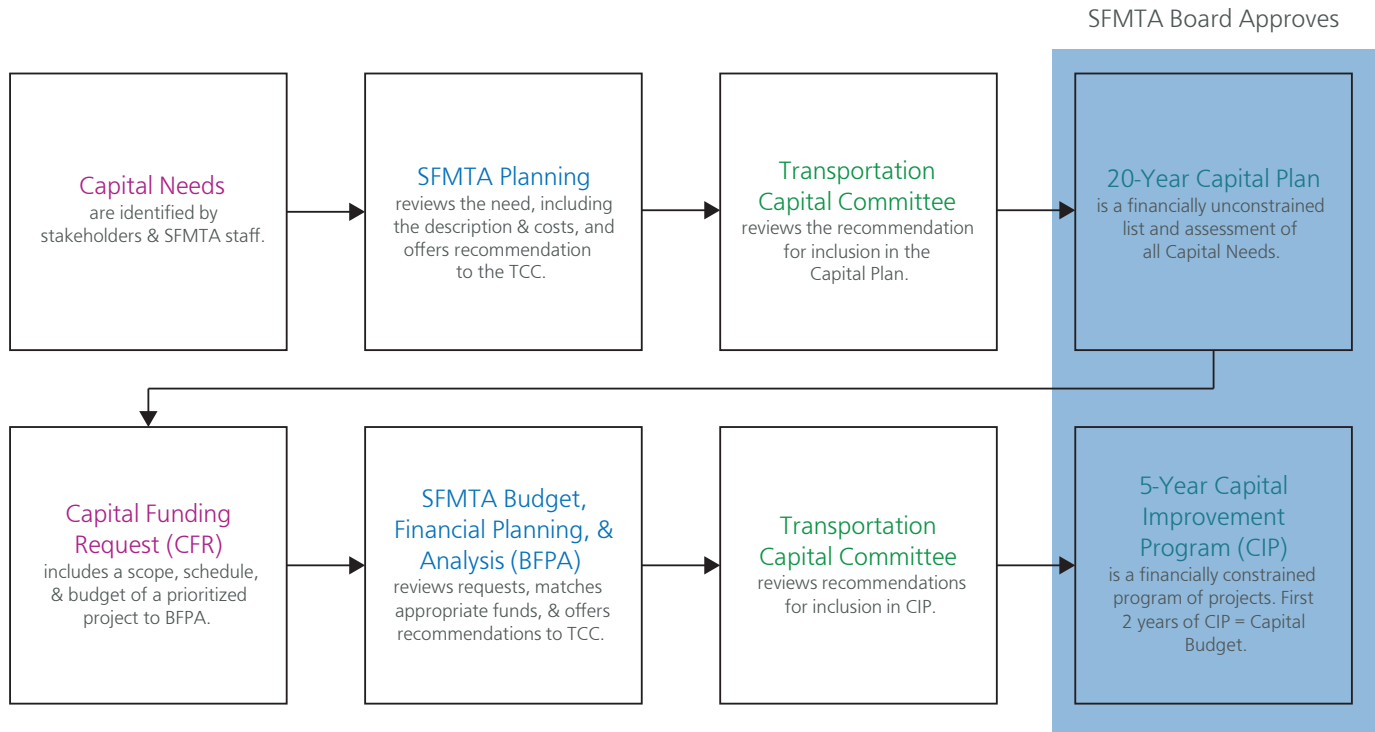
### How does a capital need become an investment included in the CIP?

SFMTA updates the Capital Improvement Program (CIP) every two years concurrently with the SFMTA Capital Budget. Capital needs must first be included in the twenty-year Capital Plan in order to be considered for funding in the fiscally constrained five-year CIP.

The proposed Capital Budget and CIP undergoes a public outreach process comprising of a wide range of stakeholder groups. It is approved by the Transportation Capital Committee, an internal committee made up of representative from each SFMTA division and capital program, before being presented to the SFMTA Board.

The CIP is a dynamic document. As such, it is updated regularly and needs to shift or as fund availability changes. The Transportation Capital Committee meets monthly to review changes to scopes, schedules and budgets for existing CIP projects and to consider new projects as needs arise.

The diagram below illustrates how capital needs are vetted for inclusion in the CIP.



# CIP Policy Goals

## Vision Zero

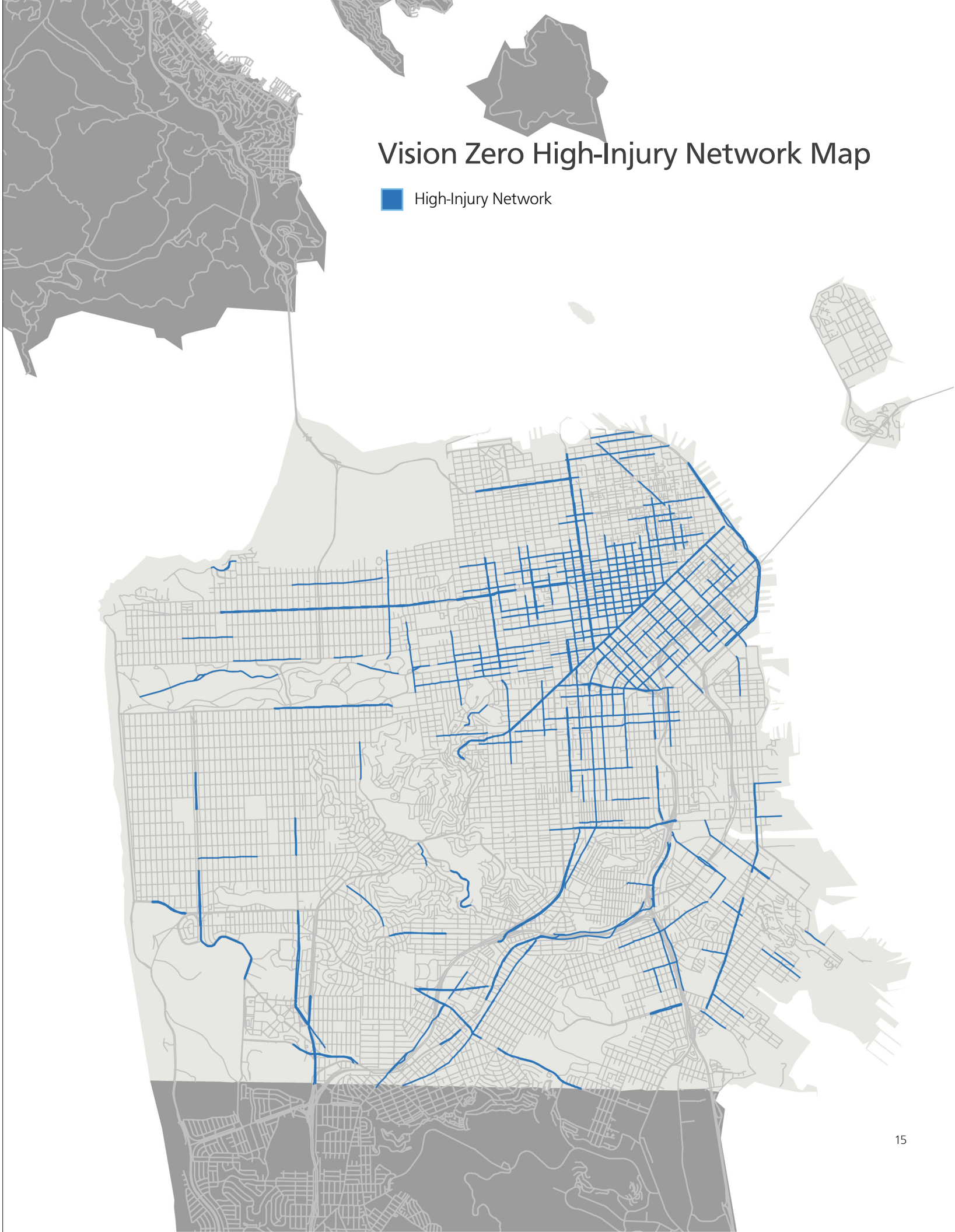
### Overview

Vision Zero is the city’s road safety policy that seeks to protect the one million people who move about the city every day. Each year, about 30 people lose their lives and over 500 more people are severely injured while traveling on city streets. Only by advancing equity and focusing on communities and road users disproportionately impacted by traffic deaths will we be able to reach our Vision Zero goal. Based on our current data we know vulnerable road users include people walking, biking, riding motorcycles as well as seniors and people with disabilities. Traffic fatalities and severe injuries are both unacceptable and preventable, and the city is committed to stopping further loss of life.

The City and County of San Francisco adopted Vision Zero in 2014, a policy that commits us to ending traffic fatalities, . By doing so, Vision Zero commits city agencies to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that saves lives.

Achieving zero fatalities requires leadership and commitment from city agencies, elected officials, community stakeholders, the public, and the private sector to find the right solutions for San Francisco. The Vision Zero SF initiative is spearheaded by a city Vision Zero task force which is chaired by the SFMTA and SF Department of Public Health with support from important partner agencies such as the SF Police Department and SF Public Works. The outcome of this collaborative effort among city departments and community advocates will be safer, more livable streets as we work to eliminate traffic fatalities and severe injury. To support this citywide effort, data is being used to inform a broad range of solutions to comprehensively address citywide street safety. Solutions fall within five categories: engineering, education, enforcement, evaluation, and policy.

The Vision Zero High Injury Network (HIN) is the 13% of San Francisco streets responsible for more than 75% of fatal and severe traffic injuries. The HIN guides the city’s investments in infrastructure and programs and ensures that Vision Zero projects support those most in need. To invest in the High Injury Network, the SFMTA employs a two-tiered approach, acting quickly on impactful, cost-effective improvements and simultaneously advancing and implementing major, longer-term capital projects. On June 4th, 2019, the SFMTA Board of Directors passed a resolution that enables the Agency to deliver quick-build projects, an SFMTA initiative to quickly implement pedestrian and bicycle safety improvements on the HIN. The policy change was in response to Mayor Breed’s and the SFMTA Board of Directors’ requests for faster safety improvements on San Francisco streets. Since committing to five Quick-Builds in 2019, the City is now committing to applying the Quick-Build toolkit on the entire High Injury Network by 2024—about 20 projects per year. Through Quick-Build projects and corridor-wide safety improvements, every street on the High Injury Network will be improved with safety measures by 2024.



# Vision Zero High-Injury Network Map

High-Injury Network

Vision Zero Investments

The SFMTA will advance projects in the CIP that make the street network safer and encourage people to drive at slower speeds. Such projects include installing more speed feedback signs, constructing road diets, adjusting signal timing, implementing an anti-speed campaign as part of a joint venture between SFMTA, SFDPH, and SFPD, and advancing the city’s work on the legislative front in support of automated speed enforcement. Other initiatives include:

Quick and Effective Improvements

- Upgrade intersections to improve visibility and reduce conflicts
- Upgrade HIN intersections with visibility improvements and new crosswalks

Project Integration

- Integrate pedestrian safety upgrades on major Muni Forward and Corridor Transformation Projects
- Partner with other regional transit providers to ensure that pedestrian safety recommendations are incorporated and constructed into capital projects

Beyond Engineering

- Expand Education and Enforcement Programs to target behaviors known to result in severe and fatal collisions
- Partner with community members and other City agencies to create a citywide culture of safety
- Improve emergency vehicle access and responses planning on safety projects
- Advance policies and best practices that support Vision Zero at the local, state, and federal level



Transit First

Overview

The Transit First policy was adopted by the San Francisco Board of Supervisors in 1973. It states that travel by foot, bicycle, and public transit are economically and environmentally sound alternatives to travel by private automobile. The policy encourages the use of public rights-of-way by people walking, riding bikes, or taking public transit and micro mobility to meet public transportation needs.

Transit First is the directive to the SFMTA to design, build, operate, regulate and maintain the transportation network in San Francisco. The SFMTA Strategic Goal to achieve 50% or fewer trips by private auto by 2018 was met in 2017 when only 43 percent of trips in the City were by private car. However, more recent data shows that due to the increase in TNC’s the number of trips by private autos has increased to 53% reversing a three-year trend. This CIP supports the Transit First Policy by including projects to make transit faster, safer, more comfortable and more reliable. Complete streets projects, that improve safety and comfort for people walking and bicycling, also support Transit First by giving San Francisco residents and visitors many options, either on or off transit.

Muni Forward

SFMTA is actively working on multiple fronts to create a safer and more reliable experience both on and off transit. Muni Forward brings together in one place the long list of projects and planning efforts underway to achieve this vision. Route changes and service improvements are being implements to reallocated limited resources where they are needed most.

Implementation and expansion of a Rapid Network of core routes serving nearly 70% of all riders is providing a whole new level of more frequent and reliable service. Updating our transit fleet and making important safety and accessibility improvements across the city, combined with Vision Zero improvements is helping us to better accommodate the needs of families, seniors, and the disabled, and enhance comfort and safety for all our customers while aligning with the City’s Vision Zero goals. Using technology more effectively by improving the integration of our transit system with traffic signals and bringing more real-time information to our customers is making our transit system smarter, safer, and more reliable. Learn more about Muni Forward at [sfmta.com/muniforward](https://sfmta.com/muniforward)

Transit First Investments

Over the next five years, the SFMTA will continue to roll out an unprecedented investment in transit infrastructure and service improvements, including:

- Continuing to implement the Rapid Network serving nearly 70% of all riders to provide more frequent and reliable service.
- Making the transit system smarter and more reliable by investing in new technology, improving integration between traffic signals and transit, and improving real-time transit information.
- Update and expand our transit fleet to expand service capacity and improve the safety, comfort, and reliability.
- Integrate Complete Streets projects with the needs of families, seniors, and the disabled while reviewing them to support the City’s Vision Zero goals.

State of Good Repair

Overview

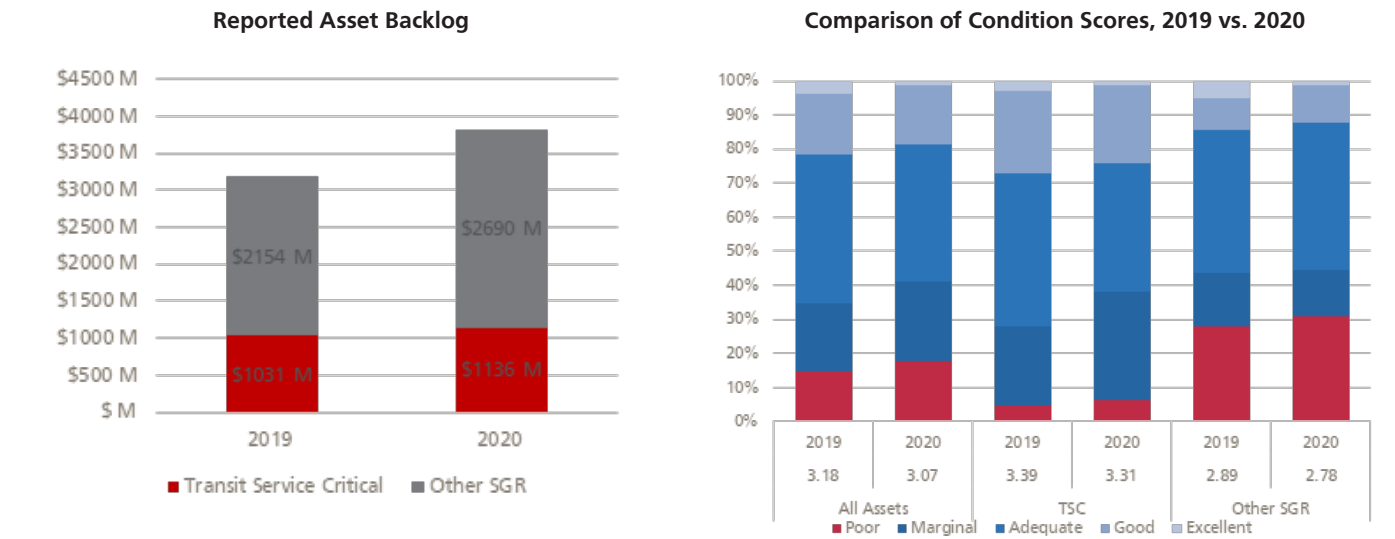
Maintaining the city’s existing transportation assets in a state of good repair is critical to ensuring a safe and reliable transportation system for all users and will help pave the way for future expansion projects as the city continues to grow.

In 2020, the SFMTA had \$15.6 billion worth of capital assets, including: bike routes and lanes, traffic signals, subway infrastructure, stations, maintenance and operations facilities, taxi facilities, fixed guideway track, overhead wires, and parking garages. Due to insufficient funding, the agency is unable to replace or repair all assets as they reach the end of their useful life. As of 2020, the total backlog of unmet state of good repair needs was \$3.83 billion.

The FY 2023 -2027 CIP includes approximately \$1.85 billion in state of good repair investments, including funds in reserve in programs most likely to spend reserves on state of good repair projects. These funds are primarily directed towards investments that are critical to keeping the transportation system moving, such as maintaining tracks, overhead line infrastructure, parking meters, and facilities. Fleet replacement is a large driver of state of good repair investment that occurs on a cyclical basis between 12 and 25 years, depending on the vehicle type. The SFMTA will continue replacement of the LRV fleet, invest in critical system upgrades to the Automatic Train Control System and supporting infrastructure to improve service in the Muni Metro Subway, and deliver Fire Life Safety projects in our facilities.

Staying on Track

In 2010, the SFMTA committed to investing an average of \$250 million annually in replacing and rehabilitating the agency’s transportation assets. This commitment was made to the Federal Transit Administration (FTA) in 2010 as part of the full funding grant agreement for the Central Subway project. Since 2012, the agency has invested an average of \$250 million annually on state of good repair projects. With the \$1.85 billion allocated or likely to be allocated to SGR in the FY 2023-2027 CIP, combined with prior years funding, the agency is on-track to exceed it’s \$250 million commitment in the coming years.



Over the next five years, SGR investment across the transportation system includes:

- LRV Replacement
- Automatic Train Control System
- Potrero Yard Modernization Project
- Presidio Facility Reconstruction
- Subway Mechanical Systems Program
- Fire Life Safety Program

Enterprise Asset Management System (EAMS)

The SFMTA is currently implementing an Enterprise Asset Management System (EAMS) in order to facilitate agency-wide asset tracking, work order management, materials management, and overall asset management. Upon completion, the system will provide the agency with aggregated details required to monitor the condition of its assets based on real-time updates.

Once released and adopted, EAMS will integrate information from business units across the agency which currently utilize a variety of data tracking methods. The current project scope includes integrating information from nine business units by Summer 2025. The project team is also working to bolster system capabilities by incorporating GIS, guideway mileage markers, mobile solutions, barcoding, and integrating new assets related to the Central Subway project. This increased insight into the overall portfolio’s health will support asset renewal and replacement programs, will facilitate a clear link between asset condition and subsequent investment, will allow for improved forecasting and planning, and will provide a strong foundation for collective agency-wide decision making.

Project Delivery Phases

The SFMTA’s Capital Improvement Program is funded by phase. Phase-level funding provides the flexibility to identify the most appropriate funding sources for the various stages of the project development and the ability to forecast actual cashflow needs more appropriately to ensure timely project delivery.

Planning

Planning includes the identification of the project team, the development of an objective-level project scope and outreach plan, and an assessment of the level of environmental analysis required. The deliverable for this phase is the Pre-Development Report.

Preliminary Engineering

During the Preliminary Engineering phase, SFMTA develops initial drawings and tests the feasibility of the proposed project. When applicable, this phase includes environmental review through the California Environmental Quality Act (CEQA) and/or the National Environmental Policy Act (NEPA). The deliverables for this phase include the Preliminary Development Report, and if applicable, the Environmental Impact Report or Environmental Impact Statement.

Detailed Design

During the Detailed Design phase, SFMTA implements conceptional engineering plans and produces final design specifications. The phase also includes preparation of the engineer’s estimates, contract packages, and an analysis of construction bids. The deliverables for this phase include finished construction drawings, contract special provisions, anticipated construction schedule, and a final engineer’s estimate.

Construction

The Construction phase begins with a contract award and the receipt of a Notice to Proceed. At this point, the SFMTA ensures that work is constructed in accordance with drawing specifications and that thorough inspections are performed. This phase may also denote procurement of Muni fleet vehicles and implementation of various program technologies. The deliverables for this phase include a Completed Capital Improvement, Capital Asset Inventory Update, and Project Delivery Evaluation.

# Capital Program Areas

## Communications & Information Technology

*Plan, design, and implement Information Technology infrastructure to improve internal operations and customer experience.*

This program supports the planning, design, and implementation of IT infrastructure projects to improve efficiency and ease of use across the transportation system. The SFMTA maintains a wide array of IT assets across the city, from Wi-Fi and telephony systems to the fiber network that provides the internal communication backbone of the Muni Metro system.

Projects that are planned for the next five years include Replace and upgrade core network infrastructure; implement video-based safety program to provide safety record through monitoring operator performance; upgrade Agency’s video analytic system to monitor safety footage intelligently, upgrade routers on fleet vehicles to support safety requirements by providing remote video streaming and extraction functions; and install cameras on fleet to record Transit Only Lane Enforcement violations.

These initiatives all contribute to a more efficient and secured network, as well as help passengers to better integrate the transit system into their day-to-day lives.

It should be noted that many of the SFMTA’s Communications and IT investments are supported through the SFMTA operating budget, and therefore do not appear in the five-year CIP.

### 12 Projects, \$14 M Investment

| Project Name                                           | CIP ID | Total Carryforward Budget | CIP Total  | Total      |
|--------------------------------------------------------|--------|---------------------------|------------|------------|
| Reserve Communications & IT                            | CI000  |                           | 2,234,517  | 2,234,517  |
| Subway Video Security                                  | CI056  | 787,075                   | 1,350,000  | 2,137,075  |
| Conduent - CADA VL Workstation Refresh                 | CINEW  |                           | 225,000    | 225,000    |
| Conduent - Fleet Management System Platform            | CINEW  |                           | 2,957,117  | 2,957,117  |
| Conduent - OrbCAD Server Virtualization                | CINEW  |                           | 650,000    | 650,000    |
| Conduent - Time Over-the-air Paddle Updates            | CINEW  |                           | 600,000    | 600,000    |
| Cybersecurity Modernization                            | CINEW  |                           | 500,000    | 500,000    |
| Harris Core Network Infrastructure Upgrade             | CINEW  |                           | 1,600,000  | 1,600,000  |
| Harris Radio - Market Street Infrastructure Refresh    | CINEW  |                           | 1,000,000  | 1,000,000  |
| Harris Symphony Radio Console Operating System Refresh | CINEW  |                           | 200,000    | 200,000    |
| Penta System - Hardware and Software Refresh           | CINEW  |                           | 50,000     | 50,000     |
| Subway State of Good Repair                            | CINEW  |                           | 1,125,000  | 1,125,000  |
| Transit Yard Management                                | CINEW  |                           | 1,600,000  | 1,600,000  |
| Total                                                  |        | 787,075                   | 14,091,634 | 14,878,709 |

## Communications & IT Capital Project Scopes

### CI000: Reserve Communications & IT

Funding set aside within the Communications & IT program, intended to accommodate unforeseen project budget increases and emerging project priorities.

### CI056: Subway Video Security

Upgrade currently aging SFMTA video analytic systems to monitor video footage more intelligently. Implement video analytic system on the new video surveillance platform that allows for real time video monitoring and automatic intrusion detection that alerts the Transit Management Center (TMC) when anomalies were identified. The use of the video analytics system can be expanded beyond security and safety monitoring of track and tunnel intrusion, to include platform crowding, etc.

### CINEW: Conduent - CADA VL Workstation Refresh

Upgrade to SFMTA IT managed Windows environments and vendor provide compatible application. This is a State of Good Repair (SGR) project.

### CINEW: Conduent - Fleet Management System Platform

Upgrade to next generation CADA VL system application (“Fleet Management System”) and virtualization of server infrastructure.

### CINEW: Conduent - OrbCAD Server Virtualization

Conduent OrbCAD Fixed-end physical servers’ operating system and hardware are approaching end-of-life. This is a State of Good Repair (SGR) project.

### CINEW: Conduent - Time Over-the-air Paddle Updates

Upgrade Conduent hardware and software to allow real-time update of mobile data terminal paddles over the air thru cellular.

### CINEW: Cybersecurity Modernization

Modernization of cybersecurity infrastructure.

Cybersecurity threats keep evolving and there is a need to update key infrastructure like our firewalls to keep current.

### CINEW: Harris Core Network Infrastructure Upgrade

Replace the Harris core network infrastructure. This is a State of Good Repair (SGR) project.

### CINEW: Harris Radio - Market Street Infrastructure Refresh

Harris Market Street radio infrastructure is approaching end-of-life. Refresh Patriot equipment to match central subway configuration and test.

### CINEW: Harris Symphony Radio Console Operating System Refresh

Update symphony consoles to Windows 10.

### CINEW: Penta System - Hardware and Software Refresh

Fixed-end physical servers, station computers, and workstations operating system and hardware are approaching end-of-life. Upgrade to SFMTA IT managed Windows environments and vendor provide compatible application. This is a State of Good Repair project

### CINEW: Subway State of Good Repair

Replace existing courtesy phones with vandal resistant phones, including Blue Light phones. Upgrade network switches. Perform WiFi upgrades in the station. Replace failing cameras and install additional cameras per Transit. This is a State of Good Repair project.

### CINEW: Transit Yard Management

Install new technology tracking devices to each Revenue Vehicle and install sensors within and near the revenue vehicle yards. The combination of sensors and trackers will tell us exactly where each of the 1,000 revenue vehicle has moved. We will also integrate the vehicle location data with other downstream systems such as Dispatching and CAD (computer aided design) systems. The goal is to improve worker safety because it minimizes their time walking the yard looking for lost vehicles. We also improve communications by using applications to inform Operators of the exact vehicle location.

Facility

Acquire and/or rehabilitate maintenance facilities used for transit, traffic, and parking operations.

Efficient and well-functioning maintenance facilities are vital to ensuring that the Muni fleet is in a state of good repair. Many of SFMTA’s maintenance facilities were built in the early 1900’s. The Facilities Program supports the modernization and expansion of outdated facilities to make them safe and efficient, as well as acquiring new facilities to accommodate fleet growth. Where possible, existing facilities will be reconfigured, consolidated, or expanded to best meet operational needs, achieve cost savings and to make our facilities as environmentally friendly as possible. Over the next five years, the agency will also carry out critical safety projects to make sure that all SFMTA employees experience a safe, comfortable and optimal working environment.

More information on our Facility initiatives can be found in the SFMTA’s Building Progress Facilities program.

| Project Name                                          | CIP ID | Total Carryforward Budget | CIP Total   | Total       |
|-------------------------------------------------------|--------|---------------------------|-------------|-------------|
| Facility Reserve                                      | FC000  |                           | 10,328,450  |             |
| Castro Station Accessibility Improvement Project      | FC050  | 2,355,424                 | 6,908,259   | 9,263,683   |
| Facility Condition Assessment Implementation          | FC061  | 1,006,927                 | 11,994,636  | 13,001,563  |
| 1200 15th Street Renovation                           | FC066  | 5,441,887                 | 27,630,081  | 33,071,968  |
| Muni Metro East Expansion Phase II – MME & 1399 Marin | FC068  | 955,014                   | 82,908,440  | 83,863,454  |
| Presidio Modernization Project                        | FC072  |                           | 6,580,000   | 6,580,000   |
| Potrero Modernization Project                         | FC074  | 3,219,830                 | 11,749,596  | 14,969,426  |
| Embarcadero Station Rehabilitation                    | FCNEW  |                           | 4,443,237   |             |
| Green Car Wash Rehabilitation                         | FCNEW  |                           | 2,107,457   |             |
| MME & Green VEMS (profile readers)                    | FCNEW  |                           | 1,660,416   |             |
| Program: Building Progress Modernization (fund)       | FCNEW  |                           | 32,118,267  |             |
| Woods Paint Booth Rehabilitation                      | FCNEW  |                           | 1,713,434   |             |
| Kirkland Yard Electrification                         | FCNEW  |                           | 2,007,323   |             |
| Total                                                 |        | 12,979,082                | 202,149,596 | 215,128,678 |

12 Projects, \$202.15 M Investment

Facilities projects planned for the next five years include:

- More efficient maintenance facilities
- Fewer delays due to vehicle maintenance
- Better working environment for SFMTA employees

Key Capital Project Locations



Facility Capital Project Scopes

FC000: Facility Reserve

Funding set aside within the Facility Capital Program, intended to accommodate unforeseen project budget increases and emerging project priorities.

FC050: Castro Station Accessibility Improvement Project

Install a new four-stop elevator on the south side of Market Street at the Castro Muni Station. The top level of the new elevator structure will be located at the Market Street sidewalk, while also serving Harvey Milk Plaza, the concourse and platform levels of the Station below. The new elevator structure will integrate with the existing architectural and structural framework of the building. This project also includes creating an accessible path from the southwest corner of Market and Castro Streets to the plaza-level elevator entrance.

FC061: Facility Condition Assessment Implementation

Address backlogged State of Good Repair investments through the Facilities Deferred Maintenance Program. These investments build on the agency’s commitment to keeping its assets in a State of Good Repair.

FC066:1200 15th Street Renovation

Rebuild existing structure at 1200 15th Street as a mixed-use development, consolidating Enforcement Operations on the first two floors and adding a mix of affordable and market rate housing on the upper floors. Enforcement space will include work areas, office space, locker rooms, and storage areas with vehicle storage provided next door at the upper floors of the existing Scott Facility.

FC068: Muni Metro East Expansion Phase II – MME & 1399 Marin

The Muni Metro East Expansion Project will develop a vacant 4-acre lot east of the existing 13-acre Muni Metro East Facility. Improvements will include paving and fencing the site, extension of electrical and sewer utilities, and construction of temporary overhead electrical infrastructure for the temporary storage of trolley coach vehicles and the temporary operation of a trolley operations division to maintain Muni service

during the rebuild of the Potrero and Presidio Divisions. This project also includes ancillary improvements to 1399 Marin to accommodate temporary trolley bus maintenance in that location, including repaving, temporary overhead electrical infrastructure, site fencing, and minor building improvements. In the future, these baseline improvements will be converted for the storage of up to 36 light rail vehicles, and possible construction of a maintenance building for light rail vehicles as the light rail fleet grows and additional fleet storage capacity is needed. Increasing the capacity of the site will provide vehicle storage capacity for future expansion of both the bus and light rail fleets.

FC072: Presidio Modernization Project

Presidio Bus Maintenance Facility at 949 Presidio will be rebuilt to provide a larger facility that services and stores trolley coaches and battery electric busses. The facility will be decked and will possibly include transit-oriented development. The project will include vehicle storage, maintenance, bus wash, and development, all while potentially preserving the historic nature of the existing building along Geary Street.

FC074: Potrero Modernization Project

The entire Potrero Maintenance facility will be rebuilt to provide a larger facility that services and stores trolley coaches and provides training. The facility will be decked and will possibly include transit-oriented development, up to 11 floors, above at the Mariposa Street side of the facility cascading towards Franklin Square Park. The project will include vehicle storage, maintenance, bus wash, and development, all while potentially preserving the historic nature of the existing building.

FCNEW: Embarcadero Station Rehabilitation

This project is to replace four escalators at Embarcadero (from the platform to mezzanine) and update existing Operator Restrooms at Platform Level. Escalator replacement will be performed one at a time while three others are operational. Three restroom stalls will be updated/installed with an ADA accessible stall and two standard stalls, new fixtures, sewage ejectors, exhaust fans, and architectural finishes.

Facility Capital Project Scopes

FCNEW: Green Car Wash Rehabilitation

This project is to replace the existing automatic car wash system and accompanying automatic water reclaim system at Green Facility. The existing systems are over 40 years old and are in poor condition. The use of existing wash system also damages the exterior camera housing of the Siemens LRV4. To address these issues this project will replace the vehicle wash system, replace the vehicle reclamation system, and replace the track, pavement, and existing lighting in the Wash Bay at the Green Facility.

FCNEW: MME & Green VEMS (profile readers)

Install LRV wheel profile and brake readers at MME and Green. RFID tags are needed on each train for automatic identification - RFID tags and the associated networking equipment and software are not included in this scope.

FCNEW:      Program:      Building      Progress  
Modernization (fund)

FCNEW: Woods Paint Booth Rehabilitation

This project is to replace the existing Woods Facility Paint Booth and Paint Preparation Bay with two new paint booths. One new paint booth will be used to paint 60-foot-long articulated bus, and the other booth will be used to paint the 40-foot-long bus. The existing paint booth was built in the mid-1970s, does not meet current environmental regulations, and is not capable of painting 60-foot-long articulated bus.

FCNEW: Kirkland Yard Electrification

Kirkland Bus Maintenance Facility at North Point and Powell Streets will be renovated and upgraded to support battery electric busses. The facility will be repaved, include a new bus wash, upgraded maintenance and operating buildings and required electrical infrastructure and chargers to support battery electric busses.



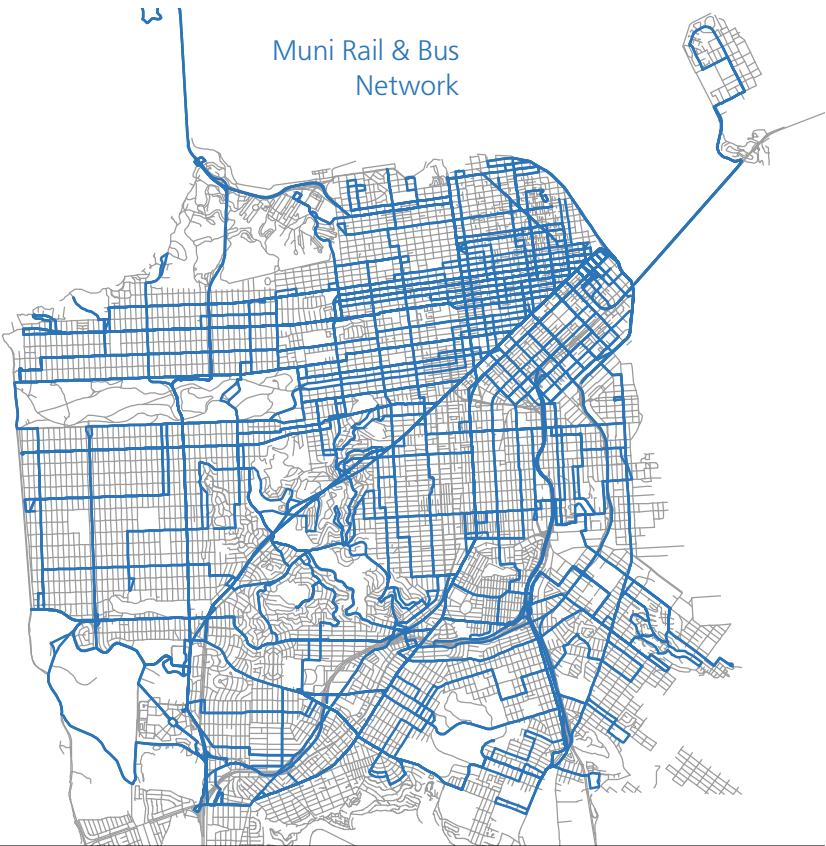
Fleet

The SFMTA operates one of the largest transit systems in the Bay Area. The Agency’s fleet is among the oldest and most diverse systems in the country, featuring light rail vehicles, motorcoaches, electric trolley coaches, cable cars, historic streetcars, and a range of paratransit vehicles. The Fleet Capital Program oversees the purchase and maintenance of the revenue-making vehicles as well as the Agency’s non-revenue fleet (including sedans, trucks and special vehicles) to meet transit needs. Muni currently operates over 1,100 service vehicles across 75 transit lines. The Fleet Capital Program ensures that these vehicles are safe, comfortable, clean, and reliable for San Francisco passengers. The Fleet Capital Program consists of the maintenance, replacement, and expansion projects supporting the delivery of safe and reliable service all while limiting vehicle induced disruptions. Conducting mid-life overhauls and replacing vehicles as they near the end of their useful life helps to avoid costly repairs, vehicle failures, and service interruptions by ensuring vehicles are maintained in a state of good repair. The SFMTA also prioritizes adding more vehicles, which alleviates overcrowding on busy routes, and enables the transit system to carry more passengers as the City grows.

These initiatives all contribute to the Agency’s long-term goals of increasing Muni service and eliminating delays caused by outdated vehicles and infrastructure. Some of our Fleet projects planned for the next five years include: the replacement and expansion of the motorcoach fleet; replacement and expansion of the light rail fleet; motorcoach, historic streetcar and light rail vehicle renovations; and paratransit vehicle replacements.

24 Projects, \$1.15 B Investment

- New transit vehicles for a safer and more reliable Muni experience
- Fleet expansion to provide more service capacity on overcrowded routes
- Vehicle rehabilitation projects to reduce service delays and improve vehicle state of good repair



| Project Name                                                                | CIP ID | Total Carryforward Budget | CIP Total     | Total         |
|-----------------------------------------------------------------------------|--------|---------------------------|---------------|---------------|
| Fleet Reserve                                                               | FT000  |                           | 32,199,704    | 32,199,704    |
| Paratransit Fleet Replacement Program                                       | FT013  |                           | 10,250,000    | 10,250,000    |
| Cable Car State of Good Repair (SGR) Program                                | FT015  |                           | 3,600,000     | 3,600,000     |
| Non-Revenue Vehicle (NRV) SGR Program                                       | FT016  |                           | 5,242,933     | 5,242,933     |
| Light Rail Vehicle Fleet Replacement & Expansion                            | FT059  | 8,012,066                 | 510,420,749   | 518,432,815   |
| Vintage Streetcar Rehabilitations                                           | FT061  | 8,571,291                 | 4,148,012     | 12,719,303    |
| New Flyer Midlife Overhaul Phase I                                          | FT080  | 60,386,755                | 57,144,855    | 117,531,610   |
| 40' Battery-Electric Bus (EV Bus) Pilot Procurement                         | FT082  | 1,340,082                 | 5,662,044     | 7,002,126     |
| 40' & 60' Motor Coach Replacement Procurement                               | FT093  |                           | 244,099,436   | 244,099,436   |
| Fleet Contingency                                                           | FT096  |                           | 23,117,343    | 23,117,343    |
| Double-Ended Streetcar Rehabilitations (2 Streetcars)                       | FT097  |                           | 11,960,000    | 11,960,000    |
| New Flyer Midlife Overhaul Phase II                                         | FT099  |                           | 108,943,525   | 108,943,525   |
| Paratransit Vehicle Expansion Procurement (5 Cutaways)                      | FT101  |                           | 660,000       | 660,000       |
| Cable Car Vehicle Restorations                                              | FT104  | (166,429)                 | 2,105,387     | 1,938,958     |
| Paratransit Cutaway Procurement of 20 Expansion and 27 Replacement Vehicles | FT105  |                           | 499,346       | 499,346       |
| Streetcar 233 Rehabilitation                                                | FT106  |                           | 270,027       | 270,027       |
| New Flyer Midlife Overhaul Phase III                                        | FT108  |                           | 1,100,000     | 1,100,000     |
| New Flyer Midlife Overhaul Phase IIIa                                       | FT108  |                           | 7,952,000     | 7,952,000     |
| New Flyer Trolley Replacement Energy Storage Systems                        | FT109  |                           | 3,550,050     | 3,550,050     |
| 60' Battery-Electric Bus (EV Bus) Pilot                                     | FT110  |                           | 10,975,320    | 10,975,320    |
| Paratransit Vehicle Replacement FY23 (20 Vehicles)                          | FT115  |                           | 3,156,321     | 3,156,321     |
| Paratransit Vehicle Replacement FY24 (35 Vehicles)                          | FT116  |                           | 5,260,815     | 5,260,815     |
| Light Rail Vehicle Fleet Expansion                                          | FT120  |                           | 92,312,422    | 92,312,422    |
| LRV4 Door Programming Upgrades                                              | FT121  |                           | 720,000       | 720,000       |
| Axle Press & Horizontal Tire Press                                          | FT129  |                           | 2,059,747     | 2,059,747     |
| Total                                                                       |        | 78,143,765                | 1,147,410,036 | 1,225,553,801 |

Fleet Capital Project Scopes

FT000:Fleet Reserve

Funding set aside within the Fleet Capital Program, intended to accommodate unforeseen project budget increases and emerging project priorities.

FT013: Paratransit Fleet Replacement Program

Periodically procure replacement paratransit vehicles as vehicles approach the end of their useful life. Vehicles may include cutaways, sedans, and minivans. These modern vehicles will allow the Agency to provide more reliable paratransit service and a more comfortable form of transportation for people with disabilities that are unable to access the fixed route transit system.

FT015: Cable Car State of Good Repair (SGR) Program

Rehabilitate the cable car fleet and maintain these historic resources in a state of good repair and operations. The program will enhance the experience for cable car users by improving system reliability. The useful life of a cable car is approximately 60-70 years, and a significant rehabilitation will extend the life of a cable car by anywhere from 30-35 years.

FT016: Non-Revenue Vehicle (NRV) SGR Program

Maintain the non-revenue fleet for the Agency in a state of good repair.

FT059: Light Rail Vehicle Fleet Replacement & Expansion

Procure 151 replacement LRVs and 68 additional LRVs to expand the fleet to 219 trains to replace LRV2 & LRV3 trains manufactured by Breda and are nearing the end of their useful life. The expanded fleet of LRV4s is manufactured in California by Siemens. These new trains will support transit service to Central Subway and expand service citywide. These new state-of-the-art trains improve transit reliability, safety, and passenger comfort.

FT061: Vintage Streetcar Rehabilitation Phase I

Rehabilitate three historic streetcars to like-new condition. The rehabilitation will upgrade major electrical and mechanical systems, including the propulsion,

controller, and door systems, improving vehicle reliability and ensuring each vehicle is in regular revenue service. The rehabilitation and select system enhancements will provide a level of performance, safety, quality of materials, workmanship, and reliability sufficient enough to keep these vehicles in operation for an additional 25 years.

FT080: New Flyer Midlife Overhaul Phase I

Perform scheduled maintenance on the 40’ & 60’ motor coach & trolley coach fleet per manufacturer recommendations. Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, helps reduce incidents of breakdowns, and prevents service interruptions and additional and costly repairs.

FT082: 40’ Battery-Electric Bus (EV Bus) Pilot

Procure and deploy battery-electric buses into revenue service. The project will procure three 40’ battery-electric buses each from four vendors, and those vehicles will be stationed at the Woods bus facility. The buses will be evaluated in revenue service for at least one year. Their performances will be monitored and evaluated using onboard vehicle telematics software. The findings of this pilot project will inform the feasibility and suitability of electric battery buses and their operation in our operating environment. The result will steer the future procurement and deployment strategy for introducing the battery-electric fleet into regular service.

FT093: 40’ & 60’ Motor Coach Replacement

Procure 232 40’ and 224 60’ motor coaches to replace motor coaches that have reached their useful life.

FT096: Fleet Contingency

Funding set aside within the Fleet Capital Program, intended to accommodate unforeseen project budget increases and emerging project priorities.

FT097: Double-Ended Streetcar Rehabilitations (2 Streetcars)

Rehabilitate two Red Arrow double-ended Presidents’ Conference Committee (PCC) streetcars. Work to rehabilitate these streetcars includes re-engineering the existing streetcar design to allow for operation on

SFMTA right-of-way and modernization of trucks and propulsion. Modifications include, but are not limited to, expansion of the operator cab, relocation of door portals, installation of a new door system, relocation of body bolster, installation of the level interior floor, installation of a new roof, refurbishment/replacement of exterior sheet metal, refurbishment/replacement of all propulsion and electrical equipment, refurbishment/replacement of all interior appointments (seating, panels, stanchions, etc.), and refurbishment/replacement of trucks.

FT099: New Flyer Midlife Overhaul Phase II

Perform scheduled mid-life overhauls per manufacturer recommendations. Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, reduces breakdowns, and prevents service interruptions and additional costly repairs. Phase III of the overhaul program will address the vehicles, including substantial work to 185 40’ trolley and 33 60’ trolley coaches.

FT101: Paratransit Vehicle Expansion (5 Vehicles)

Procure expansion paratransit cutaway vehicles to meet growing paratransit service demand. By proactively planning for the anticipated population growth and increased service demand of the paratransit fleet, the SFMTA ensures that paratransit service is reliable and comfortable for people with disabilities who cannot access the fixed-route transit system. This program is consistent with the SFMTA’s Strategic Goal 3 by aiming to improve the quality of life for all people and the environment in San Francisco and the greater Bay Area.

FT104: Cable Car Restorations

Rehabilitate the cable car fleet and maintain these historic resources in a state of good repair. The program will enhance the experience for cable car users by improving system reliability and vehicle safety.

FT105: Paratransit Vehicle Replacement & Expansion (47 Vehicles)

Procure 47 cutaway vehicles to maintain the paratransit fleet and paratransit service in San Francisco. These modern vehicles will allow the Agency to provide more reliable paratransit service and a more comfortable form of transportation for people with disabilities that are unable to access the fixed route transit system.

FT106: Streetcar 233 Rehabilitation

Rehabilitate Historic Streetcar 233 of Blackpool, UK, the beloved boatcar. SFMTA Fleet Maintenance workforce shops will conduct the rebuild of multiple components of the streetcar, including trucks, air compressors, and brake components.

FT108: New Flyer Midlife Overhaul Phase III

Perform scheduled mid-life overhauls per manufacturer recommendations on the New Flyer fleet. Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, reduces breakdowns, and prevents service interruptions and additional costly repairs. Phase III of the overhaul program will address the vehicles, including substantial work to 185 40’ trolley and 33 60’ trolley coaches.

FT108: New Flyer Midlife Overhaul Phase IIIa

SFMTA service area; the city and county of San Francisco. Perform midlife overhauls on fourteen 40-foot and 60-foot electric trolley or motor coaches. The overhaul will outfit the trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system. The overhaul will also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements.

FT109: New Flyer Trolley Replacement Energy Storage Systems

Procure up to 70 replacement energy storage systems for 40’ and 60’ trolley coaches. The energy storage systems are planned for replacement during the midlife overhaul campaigns of our New Flyer. These additional energy storage systems will be used to replace any energy systems that prematurely fail after a vehicle has been overhauled. The energy storage systems have extended lead times. They will be purchased in small batches as needed to ensure availability without surpassing their recommended shelf life.

FT110: 60’ Battery-Electric Bus (EV Bus) Pilot

Purchase six 60’ all-electric-battery buses, along with all required accessories (Tools & Equipment, Spare Parts, Training, and Data Monitoring subscription), and deploy the vehicles in revenue service. The location of the 60’ battery-electric bus is to be determined. This pilot

Fleet Capital Project Scopes

project will purchase three vehicles (60’ buses) from two manufacturers. This procurement aligns with the SFMTA’s Zero Emission Bus Rollout Plan, which mandates that the 60’ battery-electric buses are procured starting 2026/27. This procurement is an essential step toward replacing diesel/hybrid coaches and trolley coaches with all-electric battery coaches and achieving a complete zero-emissions fleet, as highlighted in the Rollout Plan. Vehicle performance will be monitored in revenue service for 18 months using Viriciti. This online monitoring system provides in-depth insights and data for electric battery coaches. After the program, an evaluation of all-electric buses’ suitability for SFMTA will be conducted, and a roadmap will be provided for future 60’ battery-electric coaches. The scope does not include the necessary charging infrastructure to accommodate 60’ battery-electric buses. The charging infrastructure will be needed to be installed before the arrival of these buses.

FT115: Paratransit Vehicle Replacement FY23 (20 Vehicles)

Procure 18 paratransit vehicles to replace the units that reached their useful life and procure two electric paratransit vehicles to test and evaluate the performance of electric coaches in operating conditions. These modern vehicles will allow the Agency to provide more reliable paratransit service and a more comfortable form of transportation for people with disabilities who cannot access the fixed-route transit system. In addition, to procure two electric paratransit vehicles, this CIP project will also procure two portable chargers for charging purposes. The current Brisbane, CA Paratransit facility is not equipped with fast chargers. These portable chargers will be the interim solution to bridge the gap until the facility is ready.

FT116: Paratransit Vehicle Replacement FY24 (35 Vehicles)

Procure 35 paratransit vehicles. These modern vehicles will allow the Agency to provide more reliable paratransit service and a more comfortable form of transportation for people with disabilities who cannot access the fixed-route transit system.

FT120: LRV Expansion Procurement (LRV4 Option II)

This project exercises LRV4 contract Option 2 for 30 additional Light Rail Vehicles. The original contract

signed in September 2014 included Option 2 (for up to 45 vehicles). Contract Modification No. 10 exercised these options in September 2021 for 30 cars. Contract Modification 10 established a no-cost cancellation period through 2025, so a Release for Production Notice must be issued to Siemens before June 2025 to initiate production of these 30 vehicles. Pre-pandemic projected service growth indicated a need for these vehicles near the end of the decade and into the 2030s. The no-cost cancellation period provides SFMTA with the flexibility to confirm recovery, service growth, and fleet planning before producing these last 30 vehicles. These vehicles are to be made after Phase 2 and be in addition to Phase 1 (68 vehicles from Base Phase 1, Option 1, and Phase W) and Phase 2 (151 vehicles). The SFMTA can choose when to initiate production of (and associated payment for) these vehicles, with delivery ranging from January 2027 through mid-2029.

FT121: LRV4 Door Programming Upgrades

Add function to inhibit passenger door opening on rearmost three doors in 2-, 3-, and 4- car consists of enabling door opening on the lead door in the trailing car to service a platform, door operation in all other cars unaffected. The concept should use existing onboard GPS equipment and an interface to assign geofencing and a look-up table to enable or disable function per stop. The system must operate with no interaction required by Operators.

FT129: Axle Press & Horizontal Tire Press

The Axle Press is an indispensable piece of heavy overhaul equipment for any Rail Agency. It allows the pressing on and removal necessary components onto a Light Rail Vehicle axle such as Brake Discs, Motors, Wheel Assemblies, etc..... that allow a vehicle to return to revenue service. Typically, it utilizes a large hydraulic ram to impart the large forces necessary to press on and off axle components and allows the agency to perform these major overhaul activities that otherwise would have been done by a third party at a very high cost and long lead time. Horizontal Tire Press: A Horizontal Wheel Re-Tire Press is a hydraulic powered device designed for the assembly of a tire and resilient blocks to a wheel center to make a complete wheel assembly that can later be pressed onto a Light Rail Vehicle Axle. In the past SFMTA has utilized a vertical tire press which performs the same function as a Horizontal Tire Press, but the Horizontal Press offers the advantage of not requiring a large pit dug

into the Maintenance Depot Foundation to be placed in and be functional. This piece of equipment is necessary to perform heavy overhaul on Light Rail Vehicle.



# Parking

Plan, design, engineer, and maintain public parking facilities or street infrastructure related to public parking.

SFMTA is responsible for maintaining on- and off-street public parking facilities that serve San Francisco residents, visitors, and businesses. The Parking Program supports the planning, design, rehabilitation, and construction of public parking garages, as well as street infrastructure and facilities related to public parking. This includes ensuring that parking garages are structurally sound, well-ventilated, and can withstand harsh weather and earthquake activity. SFMTA also ensures that parking structures are accessible and meet the requirements of the Americans with Disabilities Act (ADA).



# Security

Plan, design, and implement robust systems to improve the security of the transportation system.

State of the art security and emergency management systems are crucial to provide San Francisco with a safe and reliable transportation system. The Security Program plans, designs, and implements security initiatives to deal with natural disasters, terrorist attacks, or other emergency situations. The SFMTA applies for competitive grants such as the federal Transit Security Grant Program, which funds projects that protect vital transportation infrastructure, employees, and passengers against potential terrorist and security threats.

Security projects include improving the physical security of our facilities and yards and revenue-fleet maintenance and storage facilities. In addition to physical installations, the security program trains front-line transit employees in security and emergency preparedness.

## \$9.7 M Investment

| Project Name     | CIP ID | Total Carryforward Budget | CIP Total        | Total            |
|------------------|--------|---------------------------|------------------|------------------|
| Security Reserve | SC000  | -                         | 9,695,260        | 9,695,260        |
| <b>Total</b>     |        | <b>-</b>                  | <b>9,695,260</b> | <b>9,695,260</b> |

## Security Capital Project Scopes

### SC000: Security Reserve

Funding set aside within the Security Program, intended to accommodate emerging project priorities.



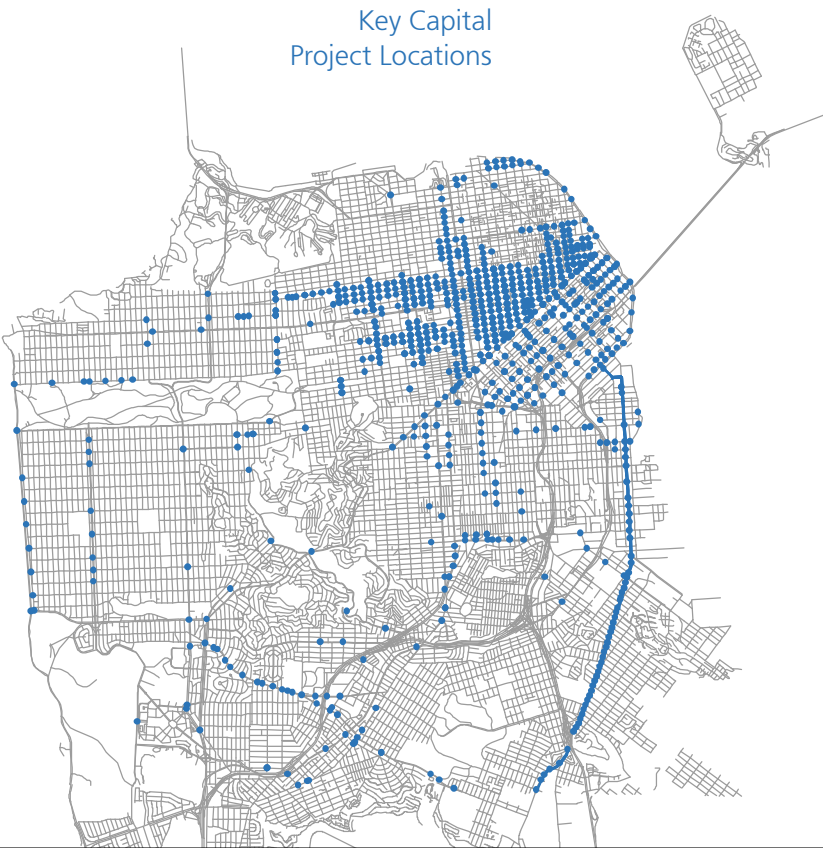
# Signals

Plan, design and construct traffic signals and related infrastructure to decrease transit travel time, improve mobility and make streets safer.

Traffic signals are integral to the smooth functioning of the transportation system. The Traffic Signals Program provides funding for upgrading, replacing and constructing new traffic signals and signal infrastructure. Some of San Francisco’s traffic signals and supporting infrastructure are more than half a century old. Modernizing these systems to better manage traffic flow will result in time and money savings for people across every mode of transportation.

In support of the Vision Zero goal of eliminating traffic fatalities and severe injuries, the CIP includes major traffic signal upgrade projects in the Western Addition and the Tenderloin areas which will add pedestrian countdown signals, accessible pedestrian signals, and higher visibility traffic signals. There will also be several projects using City forces that will install higher visibility traffic signals, replace key aging signal equipment such as accessible pedestrian signals and signal controller cabinets, and replace faded pedestrian crossing and street name signs.

22 Projects, \$73.1 M Investment



| Project Name                                                          | CIP ID | Total Carryforward Budget | CIP Total  | Total      |
|-----------------------------------------------------------------------|--------|---------------------------|------------|------------|
| Reserve Traffic Signals                                               | SG000  |                           | 10,424,869 | 10,424,869 |
| City Coordination Opportunities: New Traffic Signals                  | SG011  |                           | 950,000    | 950,000    |
| Traffic Signal Visibility Upgrades                                    | SG015  |                           | 990,000    | 990,000    |
| Program: Traffic Signal Hardware Replacement                          | SG017  |                           | 1,010,000  | 1,010,000  |
| Program: Traffic Sign Replacement                                     | SG018  |                           | 790,000    | 790,000    |
| Contract 35: Traffic Signal Modifications                             | SG060  | 3,171,549                 | 7,310,000  | 10,481,549 |
| Contract 66: New Traffic Signals                                      | SG062  | 1,179,844                 | 7,750,000  | 8,929,844  |
| Contract 36: Traffic Signal Modifications                             | SG063  | 47,403                    | 1,143,091  | 1,190,494  |
| 3rd Street Video Detection Replacement Phase IV                       | SG072  |                           | 363,986    | 363,986    |
| Tenderloin Signal Upgrade                                             | SG106  |                           | 16,800,000 | 16,800,000 |
| Contract 67: New Traffic Signals                                      | SG111  |                           | 5,000,000  | 5,000,000  |
| Accessible Pedestrian Signals FY24                                    | SGNEW  |                           | 500,000    | 500,000    |
| Accessible Pedestrian Signals FY26                                    | SGNEW  |                           | 500,000    | 500,000    |
| Contract 37: Traffic Signal Modifications                             | SGNEW  |                           | 13,500,000 | 13,500,000 |
| Contract 38: Traffic Signal Modifications                             | SGNEW  |                           | 1,500,000  | 1,500,000  |
| Contract 68: New Traffic Signals                                      | SGNEW  |                           | 1,000,000  | 1,000,000  |
| Program: City Coordination Opportunities: New Traffic Signals FY25-27 | SGNEW  |                           | 1,200,000  | 1,200,000  |
| Traffic Sign Replacement FY26                                         | SGNEW  |                           | 250,000    | 250,000    |
| Traffic Sign Replacement FY27                                         | SGNEW  |                           | 170,000    | 170,000    |
| Traffic Signal Hardware Replacement FY25                              | SGNEW  |                           | 900,000    | 900,000    |
| Traffic Signal Hardware Replacement FY27                              | SGNEW  |                           | 490,000    | 490,000    |
| Traffic Signal Visibility Upgrades FY26                               | SGNEW  |                           | 350,000    | 350,000    |
| Traffic Signal Visibility Upgrades FY27                               | SGNEW  |                           | 270,000    | 270,000    |
| Total                                                                 |        | 4,398,796                 | 73,161,946 | 77,560,742 |

Signals Capital Project Scopes

SG000: Signals Reserve

Funding set aside within the Traffic Signals Capital Program, intended to accommodate unforeseen project budget increases and emerging project priorities.

SG011: Program: City Coordination Opportunities: New Traffic Signals

Design and construct new signal conduits in coordination with paving, curb ramp and streetscape projects. This funding will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works, in order to install new signal conduits in a timely and cost-efficient manner. It is not uncommon to recommend new traffic signals to address an urgent safety issue at locations that are undergoing paving or streetscape projects. This project will ensure that the city’s five-year paving moratorium is honored and that the SFMTA can implement traffic signal improvements in a timely and cost-effective manner.

SG015: Program: Traffic Signal Visibility Upgrades

Upgrade selected corridors from 8-inch signal heads to 12-inch heads. Up to 12 intersections per corridor may be funded through this program. 12-inch signal heads are now the industry standard according to the Manual on Uniform Traffic Control Devices (MUTCD). This project will prioritize multi-lane, 30 MPH or higher arterials where visibility could be improved using existing signal poles. Corridors include Alemany Boulevard, Outer Mission Street, 25th Avenue, Brotherhood Way and Sunset Boulevard.

SG017: Program: Traffic Signal Hardware Replacement

Replace signal hardware such as signal controllers, signal controller cabinets, and Accessible Pedestrian Signals (APS) that is nearing the end of its useful life or install new pedestrian countdown signals and APS where it is determined that the existing conduits and poles are in satisfactory condition to support the new signals. This project will ensure the SFMTA can implement traffic signal improvements in a timely and cost-effective manner. Final locations to be determined at a later time.

SG018: Program: Traffic Sign Replacement

Replace signs that are near the end of their useful life and need to be upgraded to current retroreflective standards. Examples of signs that need replacement are advance street name signs and regulatory signs such as stop and no left-turn signs. This project will ensure that SFMTA can replace signs in a timely, cost-effective manner. Final locations will be determined.

SG060: Contract 35: Traffic Signal Modifications

Design and construct signal improvements at 22 intersections citywide to address safety or operational concerns. Improvements will likely include installing new pedestrian countdown signals, installing new mast-arm signals to improve visibility, or implementing left-turn signals or other phasing improvements as needed per review of a collision analysis. The locations are: 6th Avenue/Irving Street, 25th Avenue/Clement Street, 25th Avenue/Anza Street, 30th Avenue/Fulton Street, 36th Avenue /Fulton Street, 19th Street/Folsom Street, 21st Street/Folsom Street, 22nd Street/Folsom Street, 23rd Street/Folsom Street, 29th Street/San Jose Avenue, 30th Street/San Jose Avenue, Anza Street/Stanyan Street, Baker Street/Hayes Street, Evans Avenue/Phelps Street, Haight Street/Steiner Street, Holloway Avenue/Junipero Serra Boulevard, Portola Drive/Twin Peaks Boulevard, 16th Street/ Sanchez Street, Alemany Boulevard/Sickles Avenue, California Street/Larkin Street, Larkin Street/Post Street, and Gough/Haight/Market

SG062: Contract 66: New Traffic Signals

Design and construct new traffic signals and/or flashing signal systems at up to six locations citywide. Locations are to be determined.

SG063: Contract 36: Traffic Signal Modifications

Design and construct traffic-signal related safety improvements at 13 locations throughout the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12” traffic signals, updated curb ramps, and replacement of old infrastructure. 11 out of 13 of the locations are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors. Locations include: 1) 4th Street/Howard Street, 2) 17th Street/Folsom Street, 3) 3rd Street/Carroll Street, 4) 9th Street/Bryant Street, 5) 10th Street/Bryant Street,

6) 7th Avenue/Kirkham Street, 7) Essex Street/Harrison Street, 8) Jones Street/Pine Street, 9) Pine Street/Taylor Street, 10) Bush Street/Taylor Street, 11) 20th Street/Dolores Street, 12) Stanyan Street/Turk Boulevard, and 13) California Street/Presidio Avenue.

SG072: 3rd Street Video Detection Replacement Phase IV

Implement Phase IV of IV to systematically replace the video detection technology at 67 intersections along the 3rd Street light rail corridor. Video detection is not as reliable as wireless (Sensys) detection technology and the SFMTA has had problems maintaining the video cameras. It is not uncommon for the cameras to gather dirt and debris causing false detections to the controllers, which negatively affects the T Third and general traffic. This phase will replace detection at 20 intersections.

SG106: Tenderloin Signal Upgrade

Design and construct signal improvements at approximately 15-20 locations in the Tenderloin to address safety or operational concerns. Improvements include installing: accessible pedestrian signals, diagonal pedestrian countdown signals at pedestrian scramble locations, higher visibility 12” signal heads, and signal mast arms to improve signal visibility. Also included are new left-turn signals and curb ramps.

SG111: Contract 67: New Traffic Signals

Design and construct new traffic signals at approximately 6 locations throughout the City. New signals will likely include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12” traffic signals, and updated curb ramps. Exact locations will be finalized at a later time.

SGNEW: Accessible Pedestrian Signals FY24

Install new Accessible Pedestrian Signals (APS) at approximately 10 intersections where an APS installation request has been made and it has been determined that APS push buttons can be mounted on existing poles and APS wires can be installed in existing conduits. Final locations to be determined. No excavation is needed for this project. All installation work will be done by MTA Signal Shop crews. Due to the relatively small amount of design effort needed for this project, we are proposing to only have a construction phase for this project.

SGNEW: Accessible Pedestrian Signals FY26

Install new Accessible Pedestrian Signals (APS) at approximately 10 intersections where an APS installation request has been made and it has been determined that APS push buttons can be mounted on existing poles and APS wires can be installed in existing conduits. Final locations to be determined. No excavation is needed for this project. All installation work will be done by MTA Signal Shop crews. Due to the relatively small amount of design effort needed for this project, we are proposing to only have a construction phase for this project.

SGNEW: Contract 37: Traffic Signal Modifications

Design and construct traffic-signal related safety improvements at approximately 15 locations throughout the City. Upgrades will likely include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12” traffic signals, updated curb ramps, and replacement of old infrastructure. Exact locations will be finalized at a later time.

SGNEW: Contract 38: Traffic Signal Modifications

Design and construct traffic-signal related safety improvements at approximately 15 locations throughout the City. Upgrades will likely include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12” traffic signals, updated curb ramps, and replacement of old infrastructure. Exact locations will be finalized at a later time.

SGNEW: Contract 68: New Traffic Signals

Design and construct new traffic signals at approximately 6 locations throughout the City. New signals will likely include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12” traffic signals, and updated curb ramps. Exact locations will be finalized at a later time.

SGNEW: Program: City Coordination Opportunities: New Traffic Signals FY25-27

Design and construct new signal conduits in coordination with paving, curb ramp and streetscape projects. This funding will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the

## Signals Capital Project Scopes

Department of Public Works, in order to install new signal conduits in a timely and cost-efficient manner. It is not uncommon to recommend new traffic signals to address an urgent safety issue at locations that are undergoing paving or streetscape projects. This project will ensure that the city’s five-year paving moratorium is honored and that the SFMTA can implement traffic signal improvements in a timely and cost-effective manner.

### SGNEW: Traffic Sign Replacement FY26

Replace street name signs and fluorescent yellow-green warning signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards. Approximately 700 signs will be upgraded as part of this project at 200 intersections. Final locations to be determined. No excavation is needed for this project. All installation work will be done by MTA Sign Shop crews. Due to the relatively small amount of design effort needed for this project, only a construction phase is proposed or this project.

### SGNEW: Traffic Sign Replacement FY27

Replace street name signs and fluorescent yellow-green warning signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards. Approximately 700 signs will be upgraded as part of this project at 200 intersections. Final locations to be determined. No excavation is needed for this project. All installation work will be done by MTA Sign Shop crews. Due to the relatively small amount of design effort needed for this project, only a construction phase is proposed or this project.

### SGNEW: Traffic Signal Hardware Replacement FY25

Replace Accessible Pedestrian Signals (APS), traffic signal controller and cabinets that are reaching the end of their useful life. APS replacement is proposed at approximately 10 intersections and controller/cabinet replacement at another 10 intersections. Final locations to be determined. No excavation is needed for this project. All installation work will be done by MTA Signal Shop crews. Due to the relatively small amount of design effort needed for this project, only a construction phase is proposed for this project.

### SGNEW: Traffic Signal Hardware Replacement FY27

Replace Accessible Pedestrian Signals (APS), traffic signal controller and cabinets that are reaching the end of their useful life. APS replacement is proposed at approximately 10 intersections and controller/cabinet replacement at another 10 intersections. Final locations to be determined. No excavation is needed for this project. All installation work will be done by MTA Signal Shop crews. Due to the relatively small amount of design effort needed for this project, only a construction phase is proposed for this project.

### SGNEW: Traffic Signal Visibility Upgrades FY26

Install new 12-inch traffic signals to replace older existing 8-inch traffic signals at 10 intersections. Key prioritization criteria for candidate locations include where signal visibility could be improved using upgraded signals on existing signal poles; approach streets are multi-lane, 30 MPH or higher arterials; and/or a history of right angle collisions correctable by signal visibility improvements. Final locations to be determined. No excavation is needed for this project. All installation work will be done by MTA Signal Shop crews. Due to the relatively small amount of design effort needed for this project, only a construction phase is proposed or this project.

### SGNEW: Traffic Signal Visibility Upgrades FY27

Install new 12-inch traffic signals to replace older existing 8-inch traffic signals at 10 intersections. Key prioritization criteria for candidate locations include where signal visibility could be improved using upgraded signals on existing signal poles; approach streets are multi-lane, 30 MPH or higher arterials; and/or a history of right angle collisions correctable by signal visibility improvements. Final locations to be determined. No excavation is needed for this project. All installation work will be done by MTA Signal Shop crews. Due to the relatively small amount of design effort needed for this project, only a construction phase is proposed or this project.



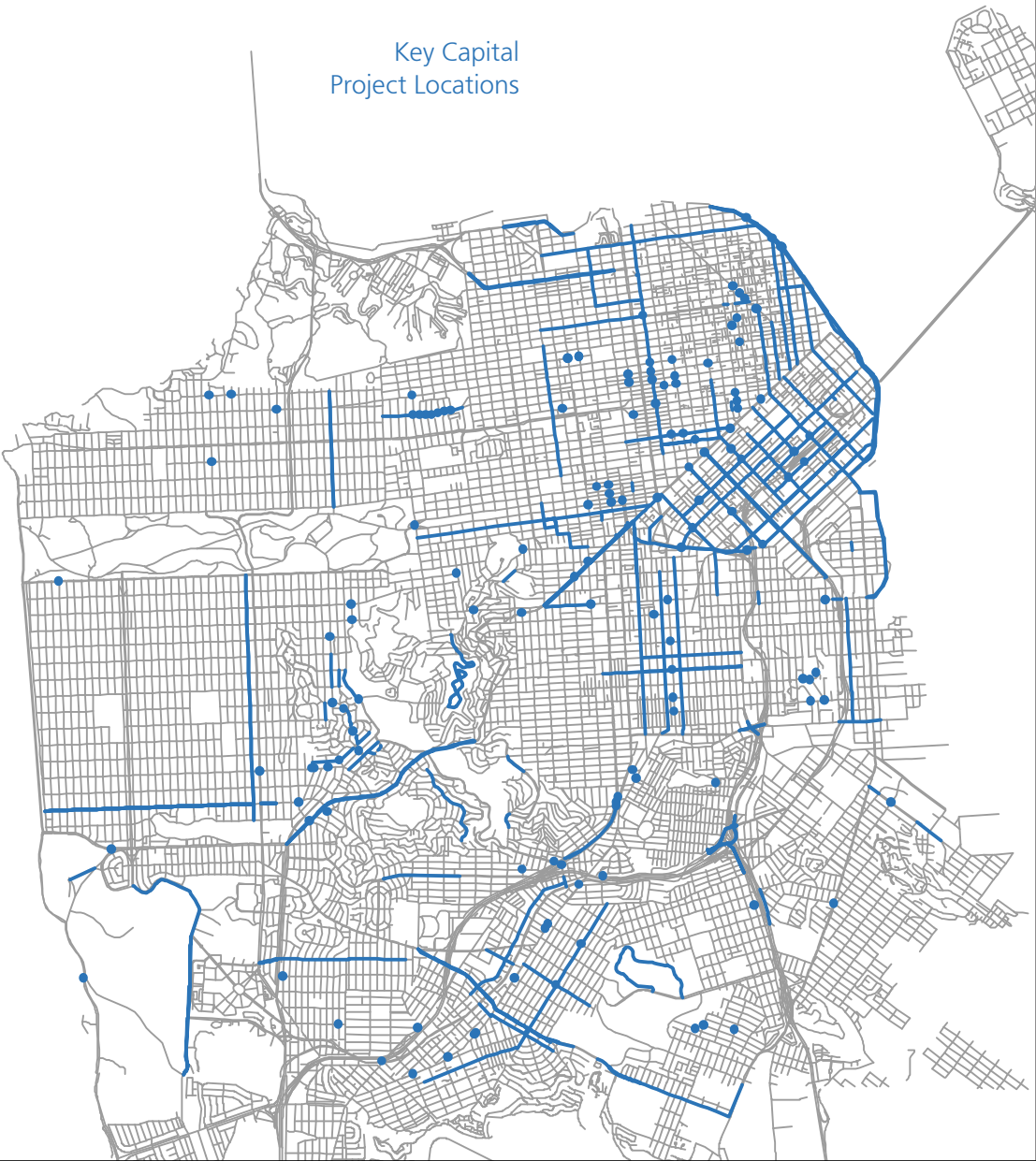
# Streets

Plan, design, and implement capital projects to promote walking and bicycling and increase safety for all streets users.

San Francisco is a national leader in complete streets design that accommodates all transportation modes and prioritizes safety for vulnerable users. This capital program includes pedestrian and bicycle capital improvements, traffic calming, and safe routes to school projects as well as streetscape redesigns.

The projects and programmatic areas funded in the Streets Program were selected based on the SFMTA Strategic Plan and the Vision Zero Goal of eliminating traffic deaths; continuation of the previous commitments; inclusion in approved planning documents; and fund matching opportunities.

## 43 Projects, \$235.6 M Investment



| Project Name                                                     | CIP ID | Total Carryforward Budget | CIP Total  | Total      |
|------------------------------------------------------------------|--------|---------------------------|------------|------------|
| Reserve Streets                                                  | ST000  |                           | 43,456,592 | 43,456,592 |
| Slow Streets Implementation                                      | ST025  | 532,565                   | 10,000,000 | 10,532,565 |
| Program: Bicycle Traffic Signal Upgrades                         | ST026  |                           | 2,100,000  | 2,100,000  |
| Program: Traffic Calming Application-Based Local Streets Program | ST028  |                           | 4,239,750  | 4,239,750  |
| Program: Community Response Implementation                       | ST038  | 738,299                   | 2,290,000  | 3,028,299  |
| Program: WalkFirst Quick & Effective Pedestrian Safety           | ST040  | 324,812                   | 1,944,000  | 2,268,812  |
| Program: Bike Facility Maintenance: Delineators & Green Pavement | ST041  | 29,524                    | 1,250,000  | 1,279,524  |
| Program: Traffic Improvements Around Schools                     | ST042  | 5,052                     | 2,600,000  | 2,605,052  |
| Program: Proactive Local Traffic Calming Track                   | ST043  |                           | 1,500,000  | 1,500,000  |
| Program: Citywide Quick and Effective Bike Improvements          | ST045  |                           | 3,375,000  | 3,375,000  |
| Program: Short-term Bike Parking                                 | ST048  |                           | 3,162,087  | 3,162,087  |
| 5th Street Corridor Improvements                                 | ST052  | 1,196,511                 | 1,400,000  | 2,596,511  |
| Page Street Neighborway (Webster to Stanyan)                     | ST071  | 4,311                     | 2,000,000  | 2,004,311  |
| Folsom Streetscape                                               | ST080  | 2,311,859                 | 14,218,880 | 16,530,739 |
| Rectangular Rapid Flashing Beacons                               | ST122  | 428,683                   | 1,548,000  | 1,976,683  |
| Mission Street Excelsior                                         | ST158  | 2,438,033                 | 6,716,686  | 9,154,719  |
| Valencia Street Bikeway Implementation Plan                      | ST165  | 1,074,569                 | 2,776,000  | 3,850,569  |
| Terry Francois Boulevard Bikeway Improvements                    | ST169  | 1,056,036                 | 1,086,483  | 2,142,519  |
| 13th St Protected Bike Lanes                                     | ST177  | 2,199,684                 | 4,478,100  | 6,677,784  |
| Lake Merced Pedestrian Safety                                    | ST181  | 0                         | 900,445    | 900,445    |
| Ocean Avenue Safety Improvements                                 | ST183  | 91,391                    | 360,000    | 451,391    |
| Citywide Daylighting                                             | ST185  | 243,571                   | 520,795    | 764,366    |
| Bayview CBTP Implementation                                      | ST195  | 213,824                   | 18,640,000 | 18,853,824 |
| Bayview CBTP Near Term Implementation                            | ST197  | (14,647)                  | 425,000    | 410,353    |
| Program: Annual Traffic Calming Removal and Replacement          | ST203  | 158,140                   | 351,911    | 510,051    |
| Brannan Street Streetscape                                       | ST235  |                           | 240,000    | 240,000    |
| Business TDM                                                     | ST236  |                           | 200,000    | 200,000    |
| Condition Assessment                                             | ST237  |                           | 300,000    | 300,000    |
| Ocean Beach Master Plan - Sloat/Great Highway                    | ST239  |                           | 5,550,000  | 5,550,000  |
| Program: Citywide Vision Zero Quick Build                        | ST240  | 2,783,148                 | 35,000,000 | 37,783,148 |
| Program: Tenderloin Vision Zero Quick Build                      | ST241  |                           | 7,205,000  | 7,205,000  |
| Residents TDM                                                    | ST243  |                           | 400,000    | 400,000    |
| Visitation Valley CBTP                                           | ST246  | 185,371                   | 5,000,000  | 5,185,371  |
| Motorcycle Safety Education, Enforcement                         | ST248  | 77,799                    | 456,440    | 534,239    |

| Project Name                                               | CIP ID | Total Carryforward Budget | CIP Total          | Total              |
|------------------------------------------------------------|--------|---------------------------|--------------------|--------------------|
| SF Existing Residents TDM Program                          | ST249  |                           | 350,000            | 350,000            |
| Bike to Work Day                                           | ST250  |                           | 228,350            | 228,350            |
| TDM for Tourists                                           | ST252  |                           | 65,000             | 65,000             |
| TDM: Bicycle Outreach and Education                        | ST253  |                           | 546,841            | 546,841            |
| Travel Decision Survey                                     | ST254  |                           | 150,000            | 150,000            |
| Place Based PLN Program (prev Context Sensitive Plan Prog) | ST255  |                           | 150,000            | 150,000            |
| Comprehensive Employee TDM Program                         | ST257  |                           | 156,000            | 156,000            |
| Howard Streetscape                                         | ST271  | 980,875                   | 42,291,000         | 43,271,875         |
| Central Embarcadero Enhancement                            | ST275  |                           | 1,000,000          | 1,000,000          |
| South Embarcadero Enhancement                              | ST279  |                           | 5,000,000          | 5,000,000          |
| <b>Total</b>                                               |        | <b>17,059,413</b>         | <b>235,628,360</b> | <b>252,687,770</b> |

Streets Capital Project Scopes

ST000: Streets Reserve

Funding set aside within the Streets Capital Program that is intended to accommodate unforeseen project budget increases and emerging project priorities.

ST025: Slow Streets Implementation

The project will extend Slow Streets implemented during the COVID-19 State of Emergency and design post-pandemic Slow Streets that extend beyond the State of Emergency. Community outreach will occur along Slow Streets corridors to inform the design of the roadway for each post-pandemic Slow Street, and additional materials will be constructed in the roadway.

ST026: Program: Bicycle Network Protected Intersection Upgrades

Design and construct traffic signal modifications to support bicycle safety and operations at intersections citywide. Typical installations could include exclusive bicycle phases, leading bicycle intervals, and bicycle turn movements at complex intersections. Upgrading “mixing zones” on protected bikeways to national best practices and updating signals on the high-injury network will be prioritized. Project locations could include 8th/Howard, 8th/Harrison, 17th/Church and 9th/Division.

ST028: Program: Annual Application-Based Residential Street Traffic Calming

Evaluate community-driven applications for traffic calming on various residential blocks across San Francisco. Design and construct traffic calming projects on those blocks that have been accepted into the Traffic Calming Program based on criteria that includes speeds, collisions, volumes, and adjacent land uses. A total of 80-100 applications are typically received by the SFMTA each year, and approximately 45-55 projects are typically constructed annually.

ST038: Program: Community Response Implementation

Legislate, design, and implement transportation improvements that increase safety and livability in San Francisco’s neighborhoods. The Community Response Team will work with Supervisors’ offices to determine feasible treatments at locations through the 11 districts. Improvements may include daylighting, parking changes, crosswalks, signage, painted safety zones, and other bike and pedestrian quick-and-effective improvements.

ST040: Program: Quick & Effective Pedestrian Safety

Implement paint and signal timing changes on all intersections on the High Injury Network. Potential countermeasures include the following: advanced stop

or yield lines, continental crosswalks, leading pedestrian intervals or other signal timing changes, red zones, or turn prohibitions. The goal of this project will be to have evaluated every intersection on the High Injury Network for near-term safety improvements within the Capital Improvement Program time frame.

ST041: Program: Bike Facility Maintenance: Delineators & Green Pavement

Identify locations and replace worn out or missing delineators and green paint on bikeways in San Francisco on an annual basis. Maintenance of green and/or separated bikeways is an important component of ensuring a safe and attractive bicycle network in San Francisco. The SFMTA will determine a list of priority locations for facility maintenance by soliciting locations from key stakeholders such as the Bicycle Advisory Committee and SF Bicycle Coalition. Staff will field check requests and examine other locations where green pavement and safe-hit posts exist to determine the locations that are in most need of replacement.

ST042: Program: Operational Traffic Safety Improvements Around Schools

Design and implement traffic calming projects and street safety measures within school zones. Treatments will likely include high-visibility crosswalks, school signage, speed limit signs and traffic calming elements such as speed humps. SFMTA staff will work with the San Francisco Unified School District (SFUSD) and community members to implement appropriate treatments.

ST043: Program: Proactive Local Traffic Calming Track

Implement traffic calming measures in residential locations identified by SFMTA staff. Criteria for selecting projects may include: projects that increase geographic equity; projects with the potential to increase walking and bicycling; and projects that improve safety near schools. SFMTA staff will finalize criteria and develop recommendations for projects, and will then conduct outreach, design, and construct traffic calming measures. Measures include but are not limited to speed humps, speed cushions, traffic islands, traffic diverters, signage and striping, traffic circles, chokers, chicanes, etc

ST045: Program: Bike Safety & Connectivity Spot Improvements

Implement quick and effective safety and comfort measures such as two-stage turn boxes, intersection guidance, buffered bike lanes, protected bike lanes, painted safety zones, upgraded traffic signal hardware, and updated traffic signal timing. Improvements for bicycle and pedestrian safety and comfort measures are identified through a bicycle spot improvement workshop, staff recommendations, and requests from the public (e.g., 311) and elected officials.

ST048: Program: Short-term Bike Parking

Annual program to site, legislate and install short-term bicycle racks throughout San Francisco. Project includes responding to requests for racks and proactive siting of racks in under-served locations. The project will meet or exceed the SFMTA’s goal of installing at least 600 new bicycle racks per year. Installation will be performed by SFMTA Shops using existing inventory of racks.

ST052: 5th Street Bicycle Strategy

Install dedicated bicycle facilities in both directions on 5th Street between Mission and Townsend Streets. The project will upgrade the existing green-back sharrows with increased bicycle separation, which may include cycle tracks. The project will be ready for implementation with the completion of the Central Subway and the relocation of Muni service to 4th Street. The strategy also expands the scope of the quick-build project to fund the construction of additional capital improvements along the corridor including a raised crosswalk at Minna Street, four transit boarding islands, and roadway striping.

ST071 Page Street Neighborway (Webster to Stanyan)

Formerly designated as a ‘Neighborway’ and currently a Slow Street, the Page Street project will provide safer and more comfortable walking and bicycling experiences on (and surrounding) Page Street between Stanyan and Gough streets. The project combines two existing efforts: the emergency Page Slow Street measures created in response to COVID-19 and the Page Bikeway Pilot Project. The latter is a set of traffic and bikeway changes, installed in early 2020, that was based on over 5 five years of input from Hayes Valley and Lower Haight neighborhood stakeholders. The pilot’s evaluation plan was complicated

Streets Capital Project Scopes

and delayed due to the COVID-19 shelter-in-place.

This 12-month project extends the approval of existing temporary treatments through 2022 to allow more time for data evaluation and public outreach. The project may also propose new turn restrictions at Haight/Octavia and other modifications to Lower Haight Street as an outgrowth of previous public outreach and pilot project analysis; and new ‘harder’ traffic diversion at other Page Street signalized intersections (Divisadero, Masonic and Stanyan streets) not included in the emergency-approved Slow Streets project scope. The project also includes scoping and approval of more permanent traffic calming and streetscape amenities that will be reviewed via detailed engineering in 2023/2024.

ST080: Folsom Streetscape

Develop conceptual designs, conduct public outreach, develop detail design plans, and initiate construction of streetscape improvements on Folsom Street between The Embarcadero and 11th Street. Streetscape improvements may include improved bicycle facilities, new corner bulbs and bus bulbs at intersections to reduce pedestrian crossing distances and improve Muni service, transit-only lanes, new signals at midblock locations or alleyways, traffic circulation changes, and construction of raised crosswalks at alleyways. Additional details are outlined in the Central SoMa Environmental Impact Report (EIR).

ST122: Vision Zero RRFB (Rectangular Rapid Flashing Beacon Installation)

Plan, design, and construction Rectangular Rapid Flashing Beacons (RRFB). RRFBs purchased through a separate funding source.

ST158: Mission Street Excelsior

Construct improvements for Mission Street between Geneva Avenue and Alemany Boulevard, and Geneva Avenue between Mission and Moscow streets to 1) provide safer, more comfortable walking and biking environments on Mission and Geneva with countermeasures; 2) provide a safe, more predictable driving environment on Mission and Geneva, with appropriate measures; and 3) improve transit reliability for the Rapid network buses on Mission and Geneva.

ST165: Valencia Bikeway Improvements

Develop a Valencia Street Bikeway for Valencia Street between Market Street and Cesar Chavez Street. The study will conduct analysis and stakeholder outreach to identify issues and constraints for the various segments of the corridor. The resulting project will include near- and long-term recommendations for each segment of Valencia Street. Potential recommendations include, but are not limited to, protected bike lanes, parking and loading changes, and enforcement needs. Outreach will include merchants, transportation network companies, neighborhood groups and roadway users.

ST169: Terry Francois Boulevard Bikeway Improvements

Design, plan, and implement a two-way separated bikeway on Terry Francois Boulevard and the Third Street Bridge, linking waterfront access as part of the San Francisco Parks Alliance’s Blue Greenway network. Located near the still-developing Mission Bay neighborhood, the project scope involves Terry Francois Boulevard, between Third Street and Illinois Street/Mariposa Street, as well as the Third Street Bridge between Terry Francois Boulevard and Berry Street. The completed bikeway will be approximately 1.1 miles. This project includes the Conceptual Engineering, and Environmental Studies Phases for the project and encompasses following tasks: 1) secure environmental review for a road diet on the 3rd St bridge; 2) develop a conceptual design for the two-way separated bikeway from South St/ Terry Francois Blvd to Third St/Berry St; 3) identify scope and cost estimates for design and construction phases from South St/ Terry Francois Blvd to Third St/Berry St,; 4) on-going coordination with Mission Bay Development Group.

ST177:13th St Protected Bike Lanes

Plan, design, and construct upgrades to protected bikeways on 13th Street from Folsom Street to Valencia Street, following the recommendations of the SF Planning Market Street Hub Plan. The project provides an important connection from Valencia Street to the existing protected bike lanes on 13th St. The project requires substantial signal modifications and key pedestrian safety elements. Long-term elements of the Hub Master Plan design, including sidewalk widening, re-paving, lighting and green infrastructure, are not funded as part of this project.

ST181: Lake Merced Pedestrian Safety

Improve pedestrian crossings across Lake Merced Boulevard between Font and Sunset. Improvements will increase safety on part of the High Injury Network and would improve access to a major recreational site. Scope of planning phase will include community outreach to understand current walking patterns and barriers, as well as collision and traffic patterns. Recommendations from the planning phase could include new traffic signals or beacons, enhanced crosswalks, and pedestrian visibility improvements.

ST183: Ocean Avenue Safety Improvements

Design and construct multimodal safety improvements on Ocean Avenue from Phelan St to San Jose Ave, based on recommendations from the SF Planning Ocean Avenue Corridor Master Plan. The project will leverage the recent streetscape improvements constructed on Ocean Avenue west of Phelan and will provide improved connections to Balboa Park BART station along a designated high-injury corridor. Project implementation is complex, and includes substantial coordination with City College, Caltrans and Muni operations.

ST185: Citywide Daylighting

Complete daylighting on a corridor basis across districts and advance the directive to complete citywide daylighting on the High Injury Network (HIN). The Vision Zero Action Strategy (VZAS) establishes that all HIN intersections should have daylighting implemented by 2024. This project will complete approximately 500 locations on the HIN with subsequent funding requests to follow. Locations will be selected according to certain criteria: on the HIN, crash history, and located near vulnerable populations such as senior centers or schools. Locations will be implemented on a corridor basis, with a focus on neighborhood updates. An inventory will also be completed as part of this work to track and monitor completion of daylighting across the HIN.

ST195:Bayview Community Based Transportation Plan Implementation

The Bayview CBTP Implementation project will improve pedestrian safety in the Bayview Neighborhood of San Francisco. The 3rd Street corridor through the neighborhood is on San Francisco’s High Injury Network. This project will focus on improving pedestrian crossings

on 3rd Street into the neighborhood as well as improving the north-south route to serve people walking and biking parallel to 3rd Street. The route will connect Cargo Way at the north to Carroll Avenue at the south by linking Mendell Street, McKinnon Avenue, Lane Street, Van Dyke Avenue, and Keith Street. Priority improvements along the corridor will include limiting access from 3rd Street into the neighborhood at three locations and installing speed humps where access will remain. Additionally, the project will install three raised intersections at locations adjacent to KC Jones and Youngblood-Coleman Playgrounds and bulb outs along the priority walking corridor. These will improve pedestrian safety by reducing crossing distances and slowing motor vehicle traffic.

ST197:Bayview Community Based Transportation Plan Near Term Implementation

The Bayview Community Based Transportation Plan is a two-year planning process, partnering with the community to determine and prioritize transportation infrastructure investment throughout the Bayview community. The project boundaries roughly encompass the Bayview district, excluding the Bayview Shipyards and Candlestick redevelopment areas. The plan process will include a high level of collaboration with the community and community-based organizations to identify, design, and prioritize investments that reflect community values and needs. The plan will result in transportation infrastructure investment and will not include transit service changes or programmatic funding recommendations.

ST203: Program: Annual Traffic Calming Removal and Replacement

Each year the Traffic Calming Program must fund the costs associated with the removal and replacement of traffic calming devices across the city due to resident request and paving and utility projects. This program covers the annual costs for SFMTA staff time and SFPW material and labor associated with the removal and replacement of legacy speed bumps with modern speed humps. It also covers the restoration of additional speed humps removed by paving and utility projects. Locations will vary based on requests from residents of the City of San Francisco, and the funds are intended to cover one year.

ST235: Brannan Streetscape

Improve traffic safety and livability along one of the

Streets Capital Project Scopes

highest conflict corridors in the City’s South of Market Street (SoMa) neighborhood. Current conditions can be unsafe for those who do not drive or own a car due to high traffic volumes, limited protection for bicyclists, and unsafe pedestrian crossings that result in high rates of traffic-related pedestrian and bicycle injuries and fatalities. The Project redesigns seven blocks of Howard Street by: reducing vehicle lanes from three to two; replacing the existing bicycle lane with a two-way protected bikeway; installing pedestrian and bicycle safety infrastructure that includes raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases and new, more efficient pedestrian-scale lighting.

ST236: Business Transportation Demand Management (TDM)

Develop a sustainable and effective on-going employer TDM program that builds an engaged partnership with San Francisco employers in supporting their employees to use non-SOV trips during their commute. This program will build on best-practice research and experience to support existing city employees in better utilizing the multimodal options available to them in their local and regional commutes. When successful, more people will be bicycling, walking, and taking transit, reducing congestion pressures, and increasing safety in support of Vision Zero throughout the entire city. Additionally, the program will continue to build working relationships with SF’s business community, including organizations and associations to support the planning and engineering work throughout the city.”

ST237: Streets Condition Assessment

Programmatic line to fund asset condition assessments in the Streets capital program.

ST239: Great Highway Network Enhancements

Monitoring, data collection, and a pilot study of the Great Highway between Lincoln and Sloat. New and upgraded signals, curb alignment, and safety improvements at Sloat/ Skyline, Sloat/ Great Highway, Lincoln/ Great Highway, Lincoln/ MLK, and Sloat between Great Highway and Sloat.

ST240: Program: Citywide Vision Zero Quick Build

The Citywide Vision Zero Quick-Build Program will expedite the delivery of pedestrian and bicycle safety projects citywide. This includes improvements to corridors and spot improvements at various locations on the High Injury Network. Quick-build projects are reversible or adjustable traffic control projects, such as roadway and curb paint, signs, traffic signal timing updates, transit boarding islands, and parking and loading changes. Safety improvements include painted safety zones, bike lanes, adjustments to parking regulations, and changes to the configuration of traffic lanes.

ST241: Program: Tenderloin Vision Zero Quick Build

The Tenderloin Vision Zero Quick-Build project will expedite the delivery of pedestrian and bicycle safety projects, including spot improvements comprised of reversible or adjustable traffic controls, such as roadway and curb paint, signs, traffic signal timing updates, transit boarding islands, and parking and loading changes. Safety improvements include painted safety zones, bike lanes, adjustments to parking regulations, and changes to the configuration of traffic lanes.

ST243: Residential Transportation Demand Management

Develop, based on experience in the SF Moves pilot and SF New Residents programs, a sustainable, on-going residential TDM program that engages neighborhoods on reducing transportation impacts on city streets. This program will build on best-practice research and experience to support existing city residents in better utilizing the multimodal options available to them in their neighborhoods. When successful, more people will be bicycling, walking and taking transit, reducing congestion pressures and increasing safety in support of Vision Zero throughout the entire city. Additionally, the program will continue to build working relationships with neighborhood organizations and support the planning and engineering work in the program areas.

ST246: Vistacion Valley Community Based Transportation Plan (CBTP)

The Visitacion Valley and Portola Community Based Transportation Plan is a two-year community-driven

planning effort in partnership with SFMTA. The SFMTA will collaborate with residents and community groups to identify transportation priorities that reflect community values and support a growing and resilient neighborhood. The project will be driven by three phases of outreach and include recommendations for streetscape investments, improvements to support transit reliability and access, and a funding/implementation plan.

ST248: Motorcycle Safety Education, Enforcement

Educate motorcyclists about safe driving behaviors via campaign and collect pertinent information about motorcycle related hazards. Research on the behaviors of motorcyclists would need to be compiled prior to campaign development. California saw a 63 percent increase in registered motorcycles between 1997 and 2006, while the number of fatal collisions doubled, and non-fatal injury collisions increased by 43 percent. Detailed knowledge about motorcyclists’ riding habits, demographics, and other elements important to understanding these trends is lacking. Several motorcycle safety programs have been implemented around the country recently. The goals for this program are to decrease fatal and severe injury among motorcyclists, raise awareness of campaign among motorcyclists, generate press around campaign and enact a new tool to achieve Vision Zero.

ST249: Existing Residents Transportation Demand Management Program

Develop, pilot, and launch a program for working with residents of existing housing units in San Francisco. Through this program, SF will establish goals and evaluation metrics for the program; design and implement an initial residential pilot program; and then based on a successful evaluation of the pilot program, roll out an on-going resident-based information and education outreach program.

ST250: Bike to Work Day

Annual Sponsorship of Bike to Work Day.

ST252: Transportation Demand Management (TDM) for Tourists

Launch and operate a five-year program implementing the findings of the TDM for Tourism program research

(conducted FY18), work with hotels, travel agents, and on-line travel services to provide materials, outreach, marketing to increase the number of people travelling from more than 250 miles away who use transit to come into SF and rely on non-automotive uses while visiting SF’s many sites. The program will increase the use of bicycles, walking and transit and reduce the number of drivers on City Streets who are not familiar with San Francisco, reducing collisions and safety issues in support of Vision Zero.

ST253: Transportation Demand Management: Bicycle Outreach and Education

Provide encouragement and education in support of increasing the number of people who bicycle in SF and ensure the safe use of their equipment. This program aims to increase the number of people bicycling in San Francisco and ensure that they can do so safely, both by understanding the rules of the road and expected bicycling behavior, but also with tips on how to keep themselves safe on streets with motor vehicles, even when they have the right-of-way. The outreach aspects of the program support the goal of supporting the use of bicycle facilities in the city and as a safety education program, this program directly supports Vision Zero.

ST254: Travel Decision Survey

Conduct surveys to measure performance on SFMTA’s Strategic Goal of greater than 50% of trips to, from, and within San Francisco be made by a sustainable mode. Survey will be conducted bi-annually by phone and annually by one additional methodology to baseline performance from previous strategic plan to new strategic plan performance metric. The primary focus of the survey is determining travel behavior and trip mode, but all opportunities to further understand mode choice and circumstances that contribute to performance outcomes will be investigated. Surveys will include a statistically valid sample of people traveling to, from, and within San Francisco. In addition to reporting to the Strategic Plan and inclusion in SFMTA annual reports, survey findings will be developed into a report and/or dashboard formatted for the public. Data developed from each survey will be used to inform policy recommendations, report on the Strategic Plan, and validate models. Work will be performed by consultants.

Streets Capital Project Scopes

ST255: Place Based Planning Program  
(previously Context Sensitive Plan Program)

Plan and develop studies that focus on context sensitive planning to achieve better multi-modal connections at the neighborhood scale. Planning with a focus on place and neighborhood, rather than corridor or intersection level, will enable for better coordination and identification of community gaps and needs. Changes in street use, space allocation, and best practice designs will be identified. Plans under this program will develop and execute unique outreach strategies to assess tradeoffs in street projects and policies and identify near and long-term capital projects and policies.

ST257: Comprehensive Employee TDM Program

Develop, pilot, and launch a program for working with employees of existing employers in San Francisco. Through this program, SF will establish goals and evaluation metrics for the program; design and implement an initial employer pilot program; and then based on a successful evaluation of the pilot program, plan for the roll out of an on-going employer-based information and education outreach program.

ST271: Howard Streetscape

Redesign seven blocks of Howard Street by: Reducing vehicle lanes from three to two lanes; Replacing the existing bicycle lane with a two-way protected bikeway; Installing pedestrian and bicycle safety infrastructure that includes raised crosswalks, pedestrian bulb- outs, protected intersections, traffic signals with separate bicycle and vehicle phases and new, more efficient pedestrian-scale lighting. Once completed, the transformed Howard Street will have two travel lanes, two parking lanes, a two-way, 14-foot bicycle lane separated from the travel lanes by an 8.5-foot landscaped median, and two 12-foot sidewalks.

The scope of Project will shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards. Specifically, it will upgrade safety measures for the area’s most vulnerable residents including seniors and school children. Vulnerable pedestrians will be able physically access and experience the Project through new crossing treatments like pedestrian bulb-outs and protected corners, resulting in shorter crossing distances and expanded sidewalk space, new mid-block

traffic signals to improve circulation, raised crosswalks at alleyways to slow turning vehicles, and improved signal timing to give pedestrians, especially seniors, a head start and more time to cross the street. The Project will further improve pedestrian access with new landscaping, street furniture, decorative crosswalks at many of the alleyways, and pedestrian-scaled lighting along Folsom Street.

ST275: Central Embarcadero Enhancement

The Central Embarcadero Safety Project includes necessary signal, curb, and utility upgrades to improve and expand upon recent quick-build safety measures on The Embarcadero, between Bryant Street and Broadway. These changes will support a two-block extension of the waterside protected bikeway (south to Bryant Street), accessible curb ramp upgrades at eight intersections, and signal modifications at up to two locations to shorten pedestrian crossings. The project’s detailed design phase would support supplemental topographic survey, public outreach, and engineering services to prepare 65% and 95% construction level drawings.

ST279: South Embarcadero Enhancement

The Southern Embarcadero Safety Project includes necessary traffic, parking, and signal/utility upgrades to extend the waterside protected bikeway from Bryant Street to Townsend Street along The Embarcadero, in conjunction with planned development projects at piers 30/32 and 38/40. The preliminary engineering phase would allow for extended design and outreach coordination with the Port of San Francisco and developers to finalize project approvals and scope of work for a subsequent detailed design phase.



# Taxi & Accessible Services

Plan, design, construct and implement improvements to the taxi system to improve taxi operation and enhance customer experience.

The Taxi Program strives to make comfortable, efficient, and environmentally friendly taxis available throughout the city. Program funds are used to plan, design, and implement improvements to the taxi system and to provide a better customer experience for all taxi users. The Taxi Program also includes initiatives to reduce the environmental impact of taxi use, such as promoting electric vehicles. The SFMTA Taxi Task Force advises the Director of Transportation on taxi-related matters. The task force is comprised of taxi industry representatives, paratransit customers, general public customers and other stakeholders.

Current projects include continued incentive programs to replace older gas vehicles with “green” alternative fuel taxi vehicles and subsidies toward the purchase of taxis with accessible ramps for persons, particularly wheelchair users, needing an accessible taxi for travel in the city.

## 4 Projects, \$2.2 M Investment

| Project Name                         | CIP ID | Total Carryforward Budget | CIP Total | Total     |
|--------------------------------------|--------|---------------------------|-----------|-----------|
| Alternative Fuel Vehicles Incentives | TA050  | 247,480                   | 393,288   | 640,768   |
| Taxi Stand Expansion & Renovation    | TA051  | 101,489                   | 48,962    | 150,451   |
| Ramp Taxi Incentive                  | TA056  | -                         | 250,000   | 250,000   |
| SFMTA Mobility Management            | TA058  | -                         | 1,585,470 | 1,585,470 |
| Total                                |        | 348,969                   | 2,277,720 | 2,626,689 |



# Taxi Capital Project Scopes

## TA050: Alternative Fuel Vehicles Incentives

Provides incentives to taxi companies and medallion holders to replace older gas vehicles with alternative fuel vehicles to help lower the greenhouse gas emissions in San Francisco. The current taxi fleet consists of gas, hybrid, compressed natural gas (CNG) and bio-diesel vehicles. This project will help ensure that San Francisco continues to lead the nation as the greenest taxi city in America.

## TA051: Taxi Stand Expansion & Renovation

Relocate, renovate, and/or upgrade existing Taxi Stands and construct new Taxi Stands at strategic locations throughout San Francisco. The project would create a public-facing online map of taxi stands, including temporary stands for special events. The project includes outreach to the business communities of various neighborhoods where new stands may be located and education for taxicab drivers on the best practices for using taxi stands to ensure their efficacy for the public and the driver.

## TA056: Ramp Taxi Incentive

Plan and subsidize the purchase of a purpose-built accessible vehicle or fund the installation of a wheelchair ramp for taxis. An accessible vehicle costs approximately \$40,000+. Because of this high cost, we want to offer the purchasers of this vehicle a subsidy to encourage the purchase of a purpose built or fund the conversion of a minivan into an accessible vehicle. These vehicles are more costly than the average taxi vehicle because they typically must be modified with special equipment to accommodate passengers in wheelchairs by installing a rear facing ramp for wheelchairs. As a result of prior program successes, we are continuing this program. These accessible ramp taxi vans provide an important mode of alternative transportation for persons, particularly wheelchair users, needing an accessible, on-demand vehicle for travel in the city.

## TA058: SFMTA Mobility Management

The SFMTA Mobility Management Project seeks to focus on meeting the individualized transportation needs of seniors and persons with disabilities through a variety of tools that allow them to make well-informed

transportation choices. To manage demand across San Francisco’s family of transportation services, the SFMTA is proposing a broad mobility management strategy with several new approaches as well as the expansion of existing services and programs to better meet the growing and diverse transportation needs of the senior and disabled community. Among the projects that will be implemented include an information and referral center, comprehensive travel training program, expanding Paratransit Plus, developing a Peer Escort program for our Group Van riders, and technology sharing with community-based organizations. The proposed activities will increase the availability of transportation services, utilize technology to facilitate access information and services, and improve coordination of local transportation resources.

# Transit Fixed Guideway

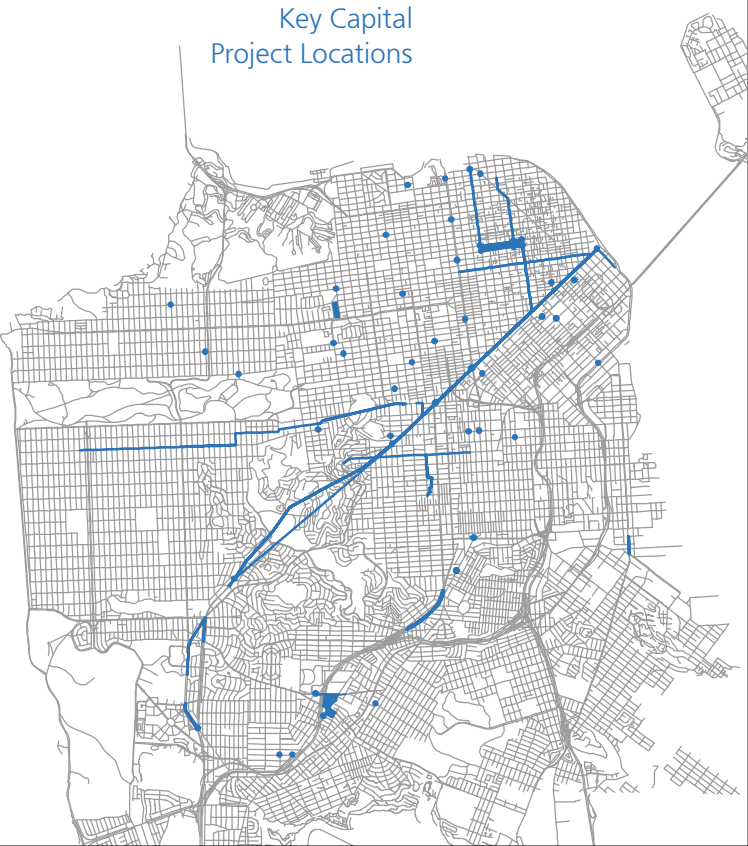
Plan, design, engineer, and construct improvements to critical infrastructure including rail track, overhead wires and train control technology.

Muni’s fixed guideway systems which include light rail, trolley coach, streetcar and historic cable car lines are a crucial component of San Francisco’s transportation infrastructure. With over 90 miles of track and nearly 300,000 daily trips, vehicles on Muni’s fixed guideway routes carry half of Muni’s daily ridership.

Projects in the Transit Fixed Guideway capital program help to maintain, replace, and enhance these services, including investing in new train control technology; track replacement; and maintaining Muni’s 163 miles of overhead wires.

Key Fixed Guideway projects planned for the next five years include substantial investment in a modern train control system, life-cycle management of transit only red-lanes, systematic replacement of segments of the rail system, replacement of cable car infrastructure, and key projects addressing state of good repair across system. These projects will help to make the Fixed Guideway system more reliable, safe and comfortable for the passengers who currently rely on fixed guideway routes.

## 34 Projects, \$593 M Investment



| Project Name                                                                | CIP ID | Total Carryforward Budget | CIP Total   | Total       |
|-----------------------------------------------------------------------------|--------|---------------------------|-------------|-------------|
| Reserve Fixed Guideway                                                      | TF000  |                           | 19,970,206  | 19,970,206  |
| Subway Track Fastener & Rail Replacement State of Good Repair (SGR) Program | TF016  |                           | 821,748     | 821,748     |
| Traction Power State of Good Repair (SGR) Program                           | TF017  |                           | 465,654     | 465,654     |
| Subway Fire Life Safety State of Good Repair (SGR) Program                  | TF022  |                           | 215,000     | 215,000     |
| Subway Electrical Systems State of Good Repair (SGR) Program                | TF023  |                           | 860,103     | 860,103     |
| Cable Car Curved Track Replacement                                          | TF053  | 2,217,267                 | 18,578,000  | 20,795,267  |
| Islais Creek Bridge Overhead Reconstruction                                 | TF059  | 259,660                   | 5,887,928   | 6,147,588   |
| San Jose Substation Phase I                                                 | TF071  | 1,074,981                 | 1,500,000   | 2,574,981   |
| Metro Tunnel Special Trackwork                                              | TF073  | 1,836,367                 | 76,193,535  | 78,029,902  |
| Track Support Structure Replacement                                         | TF087  | 2,548,185                 | 1,908,133   | 4,456,318   |
| Special Trackwork Replacement (3 Locations)                                 | TF090  |                           | 451,476     | 3,294,976   |
| Train Control System Upgrade                                                | TF107  | 3,440,987                 | 382,516,494 | 385,957,481 |
| Subway Rail and Track Fastener Replacement                                  | TF128  |                           | 21,000,000  | 21,000,000  |
| Track Support Structure Replacement Phase III                               | TF130  |                           | 10,970,000  | 10,970,000  |
| Ultrasonic Rail Testing Phase III                                           | TF132  | 93,594                    | 303,053     | 396,647     |
| Cable Car Guideway SGR Program                                              | TF146  |                           | 4,100,000   | 4,100,000   |
| Twin Peaks Tunnel Liner Spall Repairs                                       | TF147  |                           | 6,000,000   | 6,000,000   |
| Rigid Traction Power Feasibility Study                                      | TF148  |                           | 1,205,432   | 1,205,432   |
| Subway Biennial Tunnel Inspection                                           | TF149  |                           | 434,550     | 434,550     |
| Subway Structural Repairs                                                   | TF150  |                           | 5,000,000   | 5,000,000   |
| Ultrasonic Rail Testing Phase 4                                             | TF152  |                           | 566,049     | 566,049     |
| Station Wayfinding Signage Upgrade Phase 2                                  | TF157  |                           | 5,770,000   | 5,770,000   |
| Subway Substation Fire and Entry Alarm Replacement                          | TF158  |                           | 276,156     | 276,156     |
| Surface Substation Fire and Entry Alarm Replacement                         | TF159  |                           | 396,031     | 396,031     |
| Surface Special Trackwork Phase 1                                           | TF160  |                           | 1,655,300   | 1,655,300   |
| Surface Trackwork: Ocean Howth and 280                                      | TF161  |                           | 95,100      | 95,100      |
| Subway GM4000A Switch Machine Replacement                                   | TF162  |                           | 1,117,000   | 1,117,000   |
| Backup Battery Replacement for 12 substations                               | TF163  |                           | 242,000     | 242,000     |
| Surface GM4000A Switch Machine Replacement                                  | TF164  |                           | 497,000     | 497,000     |
| Surface T3 Switch Machine Study                                             | TF165  |                           | 853,000     | 853,000     |
| Surface T3 Switch Machine Upgrade                                           | TF166  |                           | 2,452,000   | 2,452,000   |
| Signal Interlock Replacement Phase 2                                        | TF167  |                           | 1,501,000   | 1,501,000   |
| Subway Station Main Switchgear and Panel Replacement                        | TF175  |                           | 8,414,044   | 8,414,044   |
| Civic Center Substation                                                     | TF181  |                           | 5,054,555   | 5,054,555   |
| Twin Peaks Tunnel Ballast Monitoring and Repairing                          | TF200  |                           | 6,000,000   | 6,000,000   |
| Total                                                                       |        | 11,471,041                | 593,270,547 | 607,585,088 |

Transit Fixed Guideway Capital Project Scopes

TF000:Transit Fixed Guideway Reserve

Funding set aside within the Transit Fixed Guideway Capital Program, intended to accommodate unforeseen project budget increases and emerging project priorities.

TF016: Subway Track Fastener & Rail Replacement

Maintain the rail fasteners in Muni’s various tunnels in a state good repair by proactively replacing equipment and implementing minor improvements. The current fasteners have exceeded their useful life, and many are over 40 years old and are deteriorating. Replacing the track fasteners will improve the safety and reliability of the subway, improving transit service of the rail network.

TF017: Traction Power State of Good Repair (SGR) Program

Maintain the traction power system in a state of good repair by implementing prioritized improvements to the rail networks’ track and traction power systems. The program will address urgent mid-sized and small-sized projects that target acute problems within the system. The program is designed to provide flexibility in addressing acute needs and to attend to areas of chronic service outages or emergency repairs, with a focus on duct banks, sectionalizing switches, manholes, substation equipment, SCADA systems and other key elements in the Traction Power system.

TF022: Subway Fire Life Safety State of Good Repair (SGR) Program

Replace aging and/or failing fire and life safety infrastructure throughout the Muni Metro Tunnel (MMT), spanning from Embarcadero Station and West Portal Station. Infrastructure included supports the deluge suppression systems, such as standpipes, pumps, valves, and backflows.

TF023:Subway Electrical Systems State of Good Repair (SGR) Program

Replace aging and/or failing electrical systems throughout the Muni Metro Tunnel (MMT), spanning from Embarcadero Station to West Portal Station. Infrastructure and systems may include sub 600V systems, panels, transformers, safety switches, house lighting, emergency lighting, line fan motor and controllers, pump controllers, emergency generator, among other elements

TF053:Cable Car Curved Track Replacement

Replace ten track curves on the Mason and Powell lines. The curved rails were installed in 1982 and are approaching the end of useful life. The project will also replace other cable car infrastructure elements including but not limited to pulley box covers and frames and slot rails at curves. The project will also restore pre-emption signaling systems that were demolished during rail replacement and will include training maintenance staff on working with the new equipment.

TF059:Islais Creek Bridge Overhead Reconstruction

Design and replace the overhead catenary system (OCS), including the mounting structure and support systems in coordination with the San Francisco Public Works project to rebuild of the Islais Creek bridge. The project includes the relocation of disconnect switch cabinets from inside machine pits to the sidewalk level; upgrades to the existing Programmable Logic Controller (PLC) systems for local traction power devices; and updates to standard operating procedures for interfaces between the various systems.

TF071:San Jose Substation Phase I

Design and construct upgrades to the San Jose Substation located near the Curtis E. Green Rail Yard. The substation upgrade will include splitting the existing circuit into two separate circuits. The project will install a sectionalizing switch, or tie-breaker, to provide an emergency cross-connect for safety, redundancy and ease of maintenance. Additionally, the project will procure two feeder breakers.

TF073:Subway Special Trackwork Replacement

Replace the special trackwork at the Embarcadero Double Crossover, Van Ness Pocket Track, Van Ness Double Crossover, Duboce IB Turnout, Duboce OB Turnout, and Castro Double Crossover with new 115# RE track on concrete direct fixation. This work will include replacing approximately 40 feet of tangent track and fasteners on each side of the special trackwork, replacing the switch machines associated with the special trackwork, disposing of decommissioned equipment from the old Conventional Train Control (CTC) fixed-block system, relocating existing Automatic Train Control System (ACTS) during construction and reinstalling to previous level of operation, system certifying of the ATCS after completion, and TV inspecting and cleaning of existing drain lines beneath the special trackwork to be replaced. This project will improve safety, performance, and reliability in the Muni Metro Tunnel.

TF087:Track Support Structure Replacement

Rehabilitate and replace the rail support system, including potholing intersection, rebuilding the subgrade, rail grinding, welding, as well as, replacing ties, ballasts, tie plates and the fastening system. Profile rails to repair the “cupping” effect at areas adjacent to the rail welded joints.

TF090:Special Trackwork Replacement (3 Locations)

Overhaul trackwork, including replacement and tamping of ties and ballast, subgrade rehabilitation, installation of guardrail, grinding and profiling of rails, trackway realignment and replacement, and/or repair of special trackwork at various locations along the existing Light Rail Vehicle (LRV) lines. Special trackwork replacement includes items such as single crossovers, curve tracks, railroad tie and ballast, among others.

TF107:Train Control System Upgrade

Plan, design, procure and install the next-generation communications-based train control (CBTC) system for the rail network, including surface and subway alignments. Investing in a new CBTC system will bring the train control system into a state of good repair and will result in a more efficient, reliable, and safe way to manage LRV traffic. The CBTC system will improve transit service by reducing congestion-related delays, providing more consistent travel times, reducing headways and will improve overall system safety for all Muni Metro LRV lines.

TF128: Subway Rail and Track Fastener Replacement

Replace up to 21,000 rail fasteners along approximately 35,000 linear feet of track in the Muni Metro Tunnel, from Embarcadero Station to the Twin Peaks Tunnel, including the Duboce Portal. The current fasteners are forty years old and are deteriorating. Fasteners secure the rail to the tunnel structure; their condition may affect the track gauge which can result in excess lateral movement of track. Replacement of fasteners will improve safety and reliability of the subway. Work includes minor adjustment to alignment and as needed replacement of track. The project, which will be implemented in several phases, will also include provisions for spare parts and components.

TF130:Track Support Structure Replacement Phase III

Rehabilitate and replace the rail support system, including

potholing intersection, rebuilding the subgrade, rail grinding, welding, as well as, replacing ties, ballasts, tie plates and the fastening system. Profile rails to repair the “cupping” effect at areas adjacent to the rail welded joints.

TF132:Ultrasonic Rail Testing Phase III

Conduct ultrasonic rail testing services for over nine miles trackway to evaluate and establish the condition of the SFMTA’s rail network. The testing work will be performed by a consultant and will aid MOW evaluation of the subway system, tunnels, and open tie and ballast sections on exclusive rights-of-way. The work will also check the quality of the running rails to determine if there are any defects or cracks. Previous phases have been critical to identifying and repairing damaged track before there was a safety or service incident.

TF 146: Cable Car Guideway SGR Program

Maintain cable car guideways in a state of good repair. The program will enhance the ridership experience for cable car users by improving system reliability and vehicle safety, while preserving this iconic historic resource in revenue service.

TF147: Twin Peaks Tunnel Liner Spall Repairs

Conduct as needed tunnel liner and spall repairs in the Twin Peaks tunnel. A consultant led preliminary engineering study will determine the specific locations and work required for the repairs. This project funds the construction and delivery of the repairs identified as an outcome of the study. Improvements included in the project will result in improved overall safety and resiliency within the Twin Peaks tunnel.

TF 148: Rigid Traction Power Feasibility Study

Study the benefits and feasibility of upgrading the current Overhead Catenary System with a Rigid Overhead Conductor Rail System. The study will provide recommendations for future replacement, costs and preliminary design work required to implement a new rigid system. The limits being investigated through this study are the length of the Muni Metro Tunnel from Ferry Portal to West Portal. New Rigid system components are not currently installed anywhere within our system and will require new structural supports throughout the tunnel and station areas.

TF 149: Subway Biennial Tunnel Inspection

This project is to implement biennial structural inspections for the Market Street Tunnel as identified in consultant

Transit Fixed Guideway Capital Project  
Scopes

recommendations developed through the Subway Reliability Taskforce State of Good Repair Improvements project. The inspections conducted through this project are critical for identify deficiencies and repair priorities for the Subway Structural Repairs (TF150) project. This project will contribute to the overall safety, resilience, and performance of our subway.

TF 150: Subway Structural Repairs

This project will implement priority subway structural repairs in the Market Street tunnel as identified in the Biennial Structural Inspection project (Dev-TF149). Work to completed will include conducting structural remediation work such as repairing cracks in the tunnel liner. This project will contribute to the overall safety, resilience, and performance of our subway.

TF152: Ultrasonic Rail Testing Phase IV

This project is for 3 years of annual evaluation of the rail conditions of SFMTA’s Muni Light Rail System using ultrasonic rail testing (UT) technology. UT will test the subway system, tunnels (Twin Peaks and Sunset), as well as open rails on the surface streets. The test will determine the integrity of the running rails by identifying rail cracks and internal defects on the running rails. Results will be used to upgrade segments and monitor integrity within the rail system. Work covers approximately 20 miles of one directional rail.

TF157: Station Wayfinding Signage and Upgrade Phase IV

Upgrade station signage at the West Portal, Forest Hill, Van Ness, Civic Center, Montgomery and Embarcadero stations. Project includes the procurement, fabrication and installation of wayfinding and station identification signage. This project is the next iteration of the pilot that was implemented 2021 for Castro, Church and Powell stations. Station wayfinding signage and upgrades will improve overall customer experience.

TF158 Subway Substation Fire and Entry Alarm Replacement

Install new fire and security systems at traction power substations that support rail service in the subway. The existing combined fire and security system at the substations dates to the 1980’s and is nearing the end of its useful life. Due to the system’s age, replacement parts are difficult to source. The new fire and security systems will be separate, and provide new control panels, sensors,

conduits, and wiring.

TF159 Surface Substation Fire and Entry Alarm Replacement

This project will install new fire and security systems at traction power substations that support rail & trolley service along surface streets. The existing combined fire and security system at the substations dates to the 1980’s and is nearing the end of its useful life. Due to the system’s age, replacement parts are difficult to source. The new fire and security systems will be separate, and provide new control panels, sensors, conduits, and wiring.

TF160 Surface Special trackwork Phase1

Replace the special trackwork at multiple surface light rail locations with new 115# RE track on tie and ballast. Surface Special Trackwork Phase I is the first of three phases and will replace special trackwork at the following locations: San Jose Ave and Seneca Ave J-Pullouts, San Jose and Niagara Crossover, San Jose and Broad curved tracks, and the crossover on Broad between Plymouth and San Jose. Work will include replacing switch points, crossings, diamonds, and frogs. The project also includes as needed replacement of switch machines, curb ramps, and overhead catenary adjacent to the project location(s).

TF161 Surface Trackwork: Ocean Howth and 280

Replace the trackwork along Ocean Ave between Howth Street and the 280-freeway ramp with new 115# RE rail on tie and ballast. Work will not extend into the crosswalk at the Howth intersection. Work will include replacement of worn rail, fasteners, ties, and track pavement. Project will improve the reliability, safety, and condition of the M Oceanview.

TF162 Subway GM4000A Switch Machine Replacement

Replace existing track switch machines in the subway that are aging and reaching end of life. Work will replace 21 existing 55E track switch machines and mechanical components with new Alstom GM4000A track switch machines and new mechanical components. The machines are in MMT (T5A, T9A, T9B, T11A, T11B, T13A, T15A, T15B), Embarcadero Crossover (E1A, E1B, E3A, E3B), Van Ness Crossover (V1A, V1B, V3A, V3B), Van Ness Pocket Track (V9), and Castro Crossover (C1A, C1B, C3A, C3B). This project will improve safety and reliability in the subway.

TF 163 Backup Battery Replacement for 12 substations

Replace Backup Battery Systems at twelve traction power substations. The components include batteries, chargers, rack, and monitoring systems at traction power substations on ongoing basis based on their age. The twelve substations included in this project are: Marina, Phelps, Keith, Illinois, Forest Hill, Taraval, Judah, Station N, Randolph, San Jose, Bryant, Station E.

TF164 Surface GM4000A Switch Machine Replacement

Replace existing track switch machines on the surface that are aging and reaching end of life. Scope includes replacement of 10 existing 55E track switch machines and mechanical components with new Alstom GM4000A track switch machines and new mechanical components. The machines are at 4th & King (QTY: 4), 6th & King (QTY: 4) and 19th AVE (QTY:2). The project will improve safety and reliability of surface light rail service.

TF165 Surface T3 Switch Machine Study

Study and replace existing surface T3 switch machines which are old models without drain holes. Due to their existing design, some track switch machine components may get submerged in water due to flooding or other weather events damaging the machines. Work will include modification of existing machines to add drainage holes and pipes to mitigate flooding issues. Depending on machine age and condition, this project will also include replacement to a new model of T3 switch machine. Research and design will lay out variations between old and new models and will be utilized for subsequent phases. Up to two surface switch machines will be studied and upgraded through this project.

TF166 Surface T3 Switch Machine Upgrade

Replace existing surface T3 switch machines which are old models without drain holes. Due to their existing design, some of the components of the track switch machines may get submerged in water due to flooding or whether events causing damages to the machines. Work will include modification of existing machines to add drainage holes and pipes to mitigate flooding issues. Depending on machine age and condition, this project will also include replacement to a new model of T3 switch machine. This project utilizes findings of the Surface T3 Switch Machine Study and will replace up to six machines per year for over the five years CIP window.

TF167 Signal Interlock Replacement Phase II

Phase 2 of the Signal Interlocking Standardization Study (TF075). Addresses signal interlocking upgrades at several locations. Upgrades include work to standardize the train control cabinet, electrify existing manual switches, enhance route logic, and enhance integration with the traffic controller to improve operations. Replacement locations include: 25th Street and Illinois Street, Don Chee Way, Harrison Street and Embarcadero and Pier 39 switchback. This project also includes the addition of a switch and signal at San Jose and Bosworth blind curve, and signal interlocking modifications at St. Francis Circle.

TF175 Subway Station Main Switchgear and Panel Replacement

Replace main service electrical switchgear and subpanels at each subway station that have reached the end of their useful lives. Project locations include Embarcadero, Montgomery, Powell, Civic Center, Van Ness, Church, Castro, Forest Hill, West portal

TF181 Civic Center Substation Upgrade

Replace and upgrade electrical equipment at Civic Center Substation. Upgrading the substation includes replacing and upgrading the utility metering, AC and DC switchgear, rectifier transformer assemblies, fire alarm, security system, station battery system, supervisory control, data acquisition systems, communications systems, and the traction power cables. Investing in these Muni substations will increase the overall reliability and efficiency of the transit network.

TF200 Twin Peaks Tunnel Ballast Monitoring and Repair

Monitor and conduct as needed repair of the ballast in the Twin Peaks Tunnel from West of Eureka Curve to West Portal. Specific work locations and repair will be dependent on recommendations identified by consultant study and assessment.

# Transit Optimization & Expansion

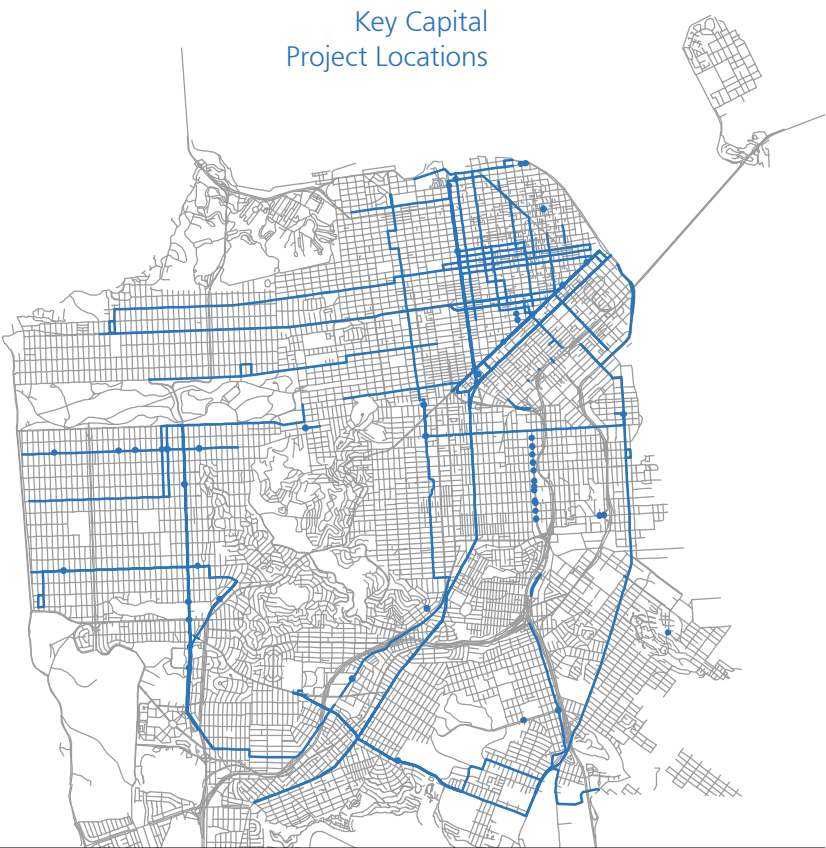
Plan, design, engineer and construct capital projects to optimize and expand Muni service for greater connectivity.

The SFMTA is implementing an ambitious plan to make Muni more efficient, reliable, safe, and comfortable for its existing 700,000 daily passengers – as well as to prepare the system for future growth. Major initiatives currently underway include Muni Forward and major corridor projects. The SFMTA also aims to improve transit for those who need it most through the Muni Service Equity Strategy (see page 22). These projects will support San Francisco’s Transit First policy as the city continues to grow.

Muni Forward aims to make getting around San Francisco safer and more reliable by creating a Rapid Network, improving reliability, using state-of-the-art technology to make the system run better, and enhancing safety and access to stops and stations. Muni Forward transit priority projects may include adding pedestrian bulbs, transit only lanes, transit signal priority, and other street design changes to reduce delay for transit and enhance pedestrian safety.

Several major corridor projects will advance through construction over the next five years, including the 16th Street Transit Priority, 28 19th Avenue Rapid Project, and the L Taraval Improvement Project. Other projects include Muni Forward improvements on the N-Judah and other Muni Metro lines, Transit Quick Build program focused on bringing near term improvements to delayed corridors and hot spots, and implementation of the Equity Strategy through investments in the 27 Bryant and the 29 Sunset Muni Forward projects.

## 24 Projects, \$331.5 M Investment



| Project Name                                                          | CIP ID | Total Carryforward Budget | CIP Total   | Total       |
|-----------------------------------------------------------------------|--------|---------------------------|-------------|-------------|
| Reserve Transit Optimization                                          | TO000  |                           | 96,227,397  | 96,227,397  |
| 14 Mission: Outer Mission (South of Randall) Transit Priority Project | TO054  |                           | 2,880,000   | 2,880,000   |
| 14 Mission: Downtown TPP                                              | TO055  | 3,663,756                 | 17,743,883  | 21,407,639  |
| 27 Bryant: Transit Reliability Project                                | TO070  | 3,649,624                 | 2,611,669   | 6,261,293   |
| Transit Reliability Spot Improvements                                 | TO077  | 4,405,317                 | 7,123,334   | 11,528,651  |
| Geary BRT Phase 2                                                     | TO081  | 1,705,724                 | 18,770,149  | 20,475,873  |
| E/F Line Improvements: Extension to Aquatic Park                      | TO085  | 919,904                   | 100,000     | 1,019,904   |
| SFgo Traffic Signal Priority Deployments                              | TO198  | 42,583,026                | 9,025,588   | 51,608,614  |
| Geneva/San Jose M-Line Terminal                                       | TO202  | 91,791                    | 1,706,408   | 1,798,199   |
| Bayshore Caltrain Station Upgrades                                    | TO203  |                           | 3,500,000   | 3,500,000   |
| Equity Strategy Improvements                                          | TO205  |                           | 450,000     | 450,000     |
| 30 Stockton: 3rd Street Transit Priority Project (TPP)                | TO208  |                           | 10,057,126  | 10,057,126  |
| J Church Muni Forward                                                 | TO211  | 2,103,427                 | 23,619,003  | 25,722,430  |
| K Ingleside TPP                                                       | TO212  | 1,000,000                 | 18,939,400  | 19,939,400  |
| M Oceanview TPP                                                       | TO213  | 1,144,742                 | 23,460,000  | 24,604,742  |
| N Judah: Judah Street TPP                                             | TO214  | 1,000,000                 | 35,867,960  | 36,867,960  |
| E/F Line Improvements: Fisherman's Wharf Relocation                   | TO215  |                           | 1,450,000   | 1,450,000   |
| M-Line Park Merced Surface Realignment                                | TO219  |                           | 19,859,000  | 19,859,000  |
| 29 Sunset Muni Forward                                                | TO222  | 285,782                   | 16,619,333  | 16,905,115  |
| Powell Street Plaza & Transit Reliability Improvements                | TO223  | 1,411,693                 | 4,940,000   | 6,351,693   |
| Transbay Transit Center Traction Power Upgrade                        | TO227  | 155,707                   | 1,600,000   | 1,755,707   |
| Transit Collision Reduction Spots Improvements                        | TO228  | 523,583                   | 800,000     | 1,323,583   |
| N Judah: Judah Street Quick Build                                     | TO229  | 4,970,624                 | 3,165,888   | 8,136,512   |
| Bus Stop Lighting                                                     | TO238  |                           | 396,970     | 396,970     |
| Bayview Community Shuttle                                             | TONEW  |                           | 10,569,100  | 10,569,100  |
| Total                                                                 |        | 69,614,699                | 331,482,207 | 401,096,906 |

Transit Optimization & Expansion Capital Project Scopes

TO000:Transit Optimization & Expansion Reserve

Funding set aside within the Transit Optimization Capital Program, intended to accommodate unforeseen project budget increases and emerging project priorities.

TO054: 14 Mission: Outer Mission (South of Randall) Transit Priority Project

Design and construct transit and streetscape improvements to reduce travel times for the 14 Mission between Randall Street and San Jose Avenue in Daly City. Mission Street is a Rapid Corridor and carries some of the heaviest loads in the Muni system. Improvements will include new transit-only lanes and enhancements to existing transit-only lanes, transit bulbs and pedestrian improvements, signalized transit queue-jump lanes and turn pockets, and optimized transit stop placements.

TO055: 14 Mission: Downtown TPP

Design and construct transit and streetscape improvements to reduce travel times for the 14 Mission on Mission Street between First Street and 11th Street. Mission Street is a Rapid Corridor and carries some of the heaviest loads in the Muni system. Improvements will include new transit-only lanes and enhancements to existing transit-only lanes, transit bulbs and pedestrian improvements, signalized transit queue-jump lanes and turn pockets and optimized transit stop placements. This project will also relocate overhead catenary system (OCS) trolley wires to a center-running transit lane on Mission Street outbound between Sixth Street and First Street and inbound between First Street and Fifth Street.

TO070: 27 Bryant: Transit Reliability Project

Install up to ten transit bulbs for the 27 Bryant and 31 Balboa in the Tenderloin and through SoMa. Transit signal priority would also be added at approximately 20 intersections. Improvements will reduce travel times and improve reliability for Muni riders.

TO077: Transit Reliability Spot Improvements

Construction of transit bulbs, new signals, and other travel time reliability toolkit measures. Projects will be

coordinated with repaving, streetscape, utility or other city projects.

TO081: Geary BRT Phase 2

Complete a conceptual engineering report and preliminary detail design for the full Geary BRT project. The project aims to reduce travel time, improve transit reliability, and enhance street safety along a major corridor that connects housing, retail centers, and Priority Development Areas. Phase II, also referred to as the ‘Full Project’, will deliver improvements along Geary between Stanyan and 34th Avenue.

TO085: E/F Line Improvements: Extension to Aquatic Park

Placeholder to support matching funds of a future federal grant for the proposed F-line extension from Fisherman’s Wharf to Fort Mason. The F-line streetcar extension was environmentally cleared through the National Environmental Policy Act (NEPA) in 2013. Future project phases (i.e. design and construction) are contingent upon funding availability.

TO198: SFgo Traffic Signal Priority Deployments

Purchase and deploy Transit Signal Priority (TSP) devices and communications equipment for intersections along Local Muni Bus Routes and at intersections that were not upgraded when the larger corridor was equipped with TSP. Replace aging traffic signal controllers, cabinets and network equipment, such as radios and switches necessary for approaching buses to communicate with the traffic signal. The new cabinets are larger than the previous generation cabinets due to the need to add networking capabilities. Replacing aging controllers nearing the end of their useful life will help provide much-improved reliability, require less maintenance and allow the implementation of pedestrian safety features such as pedestrian head starts and exclusive pedestrian phases. Transit signal priority has proven to improve travel time and service reliability for Muni riders.

TO202: Geneva/San Jose M-Line Terminal

Plan and construct new terminal for the M-Line at Balboa Park Station. As part of Geneva Avenue/San Jose Avenue Intersection Study, options will be developed to enhance the M-Line terminal on San Jose Avenue at Geneva Avenue. Currently, the terminal (both last drop-off and

first pick-up stops) lacks boarding/alighting facilities that meet current standards. Possible modifications include new bulb-outs, new boarding islands, traffic signal modifications, accessible boarding facilities, modification to Cameron Beach Yard gates for pedestrian crossing and LRV track modifications as necessary to accommodate the new boarding facilities. Exact features will be determined through an outreach and planning process. The Planning Phase was funded by an NTIP Grant and does not include environmental review.

TO203: Bayshore Caltrain Station Upgrades

Preliminary engineering and environmental review of upgrades for connectivity between the Bayshore Caltrain Station and other transit links. In anticipation of dramatic proposed growth in nearby land uses and transit services, including improving transit service on the Geneva corridor and the developing the Candlestick area, better connectivity to this station is an important transportation goal.

TO205: Equity Strategy Improvements

Planning, design and construction of engineering improvements designed to facilitate transit routes in underserved communities identified by the Equity Strategy. The project improves travel times and reliability, addresses safety hazards and improves infrastructure to improve the customer experience. The Muni Service Equity Strategy targets service and capital improvements to routes most critical to neighborhoods with high concentrations of residents of color, low income, and to routes that are most used by people with disabilities.

TO208: 30 Stockton: 3rd Street Transit Priority Project (TPP)

Plan, design and implement modifications to the existing dedicated transit lane on 3rd Street from Townsend Street to Market Street and extend the dedicated transit lane onto Kearny Street from Market Street to Sutter Street. This project aims to reduce transit travel time and improve transit reliability for the 30, 30S, 45, 8, 8AX, and 8BX bus lines, as well as enhance street safety along a major corridor that links regional transit services, shopping centers, and major destination neighborhoods. The current project scope includes a center-left running dedicated transit lane, construction of 5 new boarding islands, removal of a bus bulb, shifting of overhead wires, upgrade of sidewalks as-needed, and the installation of

transit-priority signal infrastructure.

TO211: J Church Muni Forward

Plan, design, and implement transit priority improvements to reduce travel times and improve reliability for the J Church along its surface route between Duboce Avenue and Balboa Park Station. Improvements will include removal of all-way STOP-controlled intersections, pedestrian bulbs, transfer point improvements near Church and Market streets, transit stop optimization, transit stop removal, transit bulbs, and boarding island extensions. As a part of Muni Forward, the project seeks to increase service reliability, enhance street safety, reduce travel time, improve accessibility, and improve customer experience.

TO212: K Ingleside TPP

Outreach, design and implement engineering changes to reduce travel time and improve reliability on the K Ingleside corridor between Balboa Park Station and West Portal Station. The K Ingleside corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, such as transit stop placement optimization, transit boarding islands, pedestrian improvements, traffic signals, and traffic and turn lane modifications. As a part of Muni Forward, these improvements seek to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. Transit riders will not only benefit from faster and more reliable trips, but will also experience enhanced transit safety and overall effectiveness.

TO213: M Oceanview TPP

Outreach, design and implement engineering changes to reduce travel time and improve reliability on the M Ocean View corridor between Junipero Serra/19th Ave and Balboa Park Station. The M Ocean View corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, such as traffic signals, transit stop placement optimization, pedestrian improvements, and other improvements. As a part of Muni Forward, these improvements seek to improve service reliability, reduce travel time on transit,

Transit Optimization & Expansion  
Capital Project Scopes

and improve customer experiences and service efficiency. Transit riders will not only benefit from faster and more reliable trips, but will also experience enhanced transit safety and overall effectiveness.

TO214: N Judah: Judah Street TPP

Outreach, design and implement engineering changes to reduce travel time, improve reliability and enhance safety on the N Judah between 9th Avenue and La Playa. Improvements include new traffic signals, transit stop changes, new transit bulbs, extending or adding boarding islands, and other related elements such as curb ramps and utility relocations. As a part of Muni Forward, these improvements seek to improve service reliability, reduce travel time on transit, and improve customer experiences and service efficiency. Transit riders will not only benefit from faster and more reliable trips, but will also experience enhanced transit safety and overall effectiveness.

TO215: E/F Line Improvements: Fisherman’s Wharf Relocation

Conduct planning, design, and outreach for relocating the Fisherman’s Wharf terminal location, to address sources of delay to the E Embarcadero and F Market and Wharves streetcars identified by the Historic Streetcar Strategic Plan. These improvements will improve the overall reliability and on-time performance of the historic streetcars. Specific location of the terminal has not been scoped and would be part of this effort.

TO219: M-Line Park Merced Surface Realignment

Design and construct surface realignment of the M Ocean View line onto the Parkmerced development to serve the 5600 additional residential units planned. This improvement was defined as an integral part of the Parkmerced development project for purposes of project approval and environmental review. This M-line project includes 2-3 new stations, bus access, accessibility improvements, rail and catenary wire extension. The Parkmerced developer is responsible for funding and implementing design, construction, and permitting for the project by the completion of net 2500 new residential units, which is expected to occur between 2023 and 2025. Parkmerced may be served by an M-line subway project as an alternative to this surface realignment or in a later phase after the surface realignment.

TO222: 29 Sunset Muni Forward

Plan, design and implement transit reliability, transit travel time and pedestrian safety improvements on the 29 Sunset route from Richmond to Bayview. Improvements include stop consolidation, transit bulbs, traffic signal upgrades and other Muni Forward elements. Project limits are along the bus route from El Camino Del Mar/25th Ave to the outbound terminal with certain segments excluded where other capital projects are currently planned.

TO223: Powell Street Plaza & Transit Reliability Improvements

The Powell Streetscape project covers two blocks at the southern end of Powell Street between Ellis and Geary Streets. The project will make temporary vehicle restrictions permanent using decorative pavers to delineate a shared street, and will permanently widen the sidewalk on Powell, replacing the existing temporary safety zones and parklets. It will upgrade signals at three intersections and create a transit bulb for the 38 Geary at Powell and O’Farrell.

TO227: Transbay Transit Center Traction Power Upgrade

This project is to upgrade the traction power system to support trolley coach service for the new Transbay Transit Center Bus Plaza. The work will consist of the following: provide adequate power for future additional transit lines to use the bus plaza; Equalizes the two D-17 branches so that overcurrent protection can be set to protect cables from annealing while reducing nuisance tripping; Co-mingled cables of different circuits will be re-assigned in separate ducts per code; Improvement to neighboring circuits D-14, D-16 and CC-16 necessary to separating D-17 in shared ducts; Infrastructure for a future tie-in between D-16 and CC-16 Provides a more reliable, robust, and safer operating system for trolley coach lines using the bus plaza as well as the trolley coach lines on lower Mission & Market Streets; Overhead contact system segment insulator modifications to match the new feeder circuit modifications. SFPW’s excavation code required to upgrade about six ADA ramps to current compliance. Also required to do restoration of the pavements where we trenched for the permanent duct bank for the power cable conduits. The project has to comply the Maher Ordinance to dispose hazardous material.

TO228: Transit Collision Reduction Spots Improvements

Purchase and deploy approximately 300-500 flexible vertical posts and approximately 120 transit signs for expedited post-collision responses and collision prevention. Vertical indications of lane line striping provide additional guidance and warning of lane line demarcation to private motorists and transit operators to improve safety to prevent collisions. Consistent transit signage, including, but not limited to signs for transit speed limits, signals and switches, improves clarity for operators, improving safety. Implement street changes to reduce transit collision potential. These include Sutter Street Transit Safety improvements, California Street road diet, Church Street striping updates and other locations identified through transit collision trend analysis. Features will include change in

TO229: N Judah: Judah Street Quick Build

Design and implement reversible treatments along the N Judah corridor that will improve safety, transit reliability, accessibility and support implementation of 3 car N Judah trains. Treatments include elements in the Muni Quick Build tool kit and temporary construction that may improve accessibility to transit service.

TO238: Bus Stop Lighting

Planning, design, and construction of bus stop lighting to improve transit service for underserved communities. This scope is being submitted to the CIP for implementation of project elements identified from the Equity Strategy and to be identified from the Vis Valley and Portola Community-Based Transportation Plan. This project advances racial and gender equity initiatives for the agency.



# Project Schedules

## Communications & Information Technology

| Project Name                                   | CIP ID           | Phase                  | Public Start Date | Public End Date |
|------------------------------------------------|------------------|------------------------|-------------------|-----------------|
| Subway Video Security                          | CI056            | Planning               | Summer 2020       | Winter 2020     |
| Conduent - CADA VL Workstation Refresh         | New - Technology | Planning               | Summer 2022       | Winter 2022     |
| Conduent - CADA VL Workstation Refresh         | New - Technology | Construction           | Winter 2023       | Summer 2023     |
| Conduent - CADA VL Workstation Refresh         | New - Technology | Administrative Closure | Summer 2023       | Winter 2023     |
| Conduent - Fleet Management System Platform    | New - Technology | Planning               | Winter 2023       | Summer 2023     |
| Conduent - Fleet Management System Platform    | New - Technology | Construction           | Summer 2023       | Winter 2023     |
| Conduent - Fleet Management System Platform    | New - Technology | Administrative Closure | Winter 2024       | Summer 2024     |
| Conduent - OrbCAD Server Virtualization        | New - Technology | Planning               | Winter 2023       | Summer 2023     |
| Conduent - OrbCAD Server Virtualization        | New - Technology | Construction           | Summer 2023       | Winter 2023     |
| Conduent - OrbCAD Server Virtualization        | New - Technology | Administrative Closure | Winter 2024       | Summer 2024     |
| Conduent Real-Time Over-the-air Paddle Updates | New - Technology | Planning               | Summer 2022       | Winter 2022     |
| Conduent Real-Time Over-the-air Paddle Updates | New - Technology | Detailed Design        | Winter 2023       | Summer 2023     |
| Conduent Real-Time Over-the-air Paddle Updates | New - Technology | Construction           | Summer 2023       | Winter 2023     |
| Conduent Real-Time Over-the-air Paddle Updates | New - Technology | Administrative Closure | Winter 2024       | Summer 2024     |
| Cybersecurity Modernization                    | New - Technology | Construction           | Summer 2023       | Winter 2024     |
| Cybersecurity Modernization                    | New - Technology | Administrative Closure | Winter 2025       | Summer 2025     |
| Harris Core Network Infrastructure Upgrade     | New - Technology | Planning               | Winter 2023       | Summer 2023     |
| Harris Core Network Infrastructure Upgrade     | New - Technology | Detailed Design        | Summer 2023       | Winter 2023     |
| Harris Core Network Infrastructure Upgrade     | New - Technology | Construction           | Winter 2024       | Summer 2024     |
| Harris Core Network Infrastructure Upgrade     | New - Technology | Administrative Closure | Summer 2024       | Winter 2024     |

| Project Name                                           | CIP ID           | Phase                  | Public Start Date | Public End Date |
|--------------------------------------------------------|------------------|------------------------|-------------------|-----------------|
| Harris Radio - Market Street Infrastructure Refresh    | New - Technology | Planning               | Summer 2022       | Winter 2022     |
| Harris Radio - Market Street Infrastructure Refresh    | New - Technology | Construction           | Winter 2023       | Summer 2023     |
| Harris Radio - Market Street Infrastructure Refresh    | New - Technology | Administrative Closure | Summer 2023       | Winter 2023     |
| Harris Symphony Radio Console Operating System Refresh | New - Technology | Planning               | Summer 2022       | Winter 2022     |
| Harris Symphony Radio Console Operating System Refresh | New - Technology | Construction           | Winter 2023       | Summer 2023     |
| Harris Symphony Radio Console Operating System Refresh | New - Technology | Administrative Closure | Summer 2023       | Winter 2023     |
| Penta System - Hardware and Software Refresh           | New - Technology | Planning               | Winter 2023       | Summer 2023     |
| Penta System - Hardware and Software Refresh           | New - Technology | Construction           | Summer 2023       | Winter 2023     |
| Penta System - Hardware and Software Refresh           | New - Technology | Administrative Closure | Winter 2024       | Summer 2024     |
| Subway State of Good Repair                            | New - Technology | Planning               | Winter 2023       | Summer 2023     |
| Subway State of Good Repair                            | New - Technology | Construction           | Summer 2023       | Winter 2023     |
| Subway State of Good Repair                            | New - Technology | Administrative Closure | Winter 2024       | Summer 2024     |
| Transit Yard Management                                | New - Technology | Planning               | Summer 2022       | Winter 2022     |
| Transit Yard Management                                | New - Technology | Detailed Design        | Winter 2023       | Winter 2024     |
| Transit Yard Management                                | New - Technology | Construction           | Winter 2025       | Winter 2027     |
| Transit Yard Management                                | New - Technology | Administrative Closure | Spring 2028       | Summer 2028     |

## Facility

| Project Name                                     | CIP ID | Phase                  | Public Start Date | Public End Date |
|--------------------------------------------------|--------|------------------------|-------------------|-----------------|
| Castro Station Accessibility Improvement Project | FC050  | Construction           | Summer 2022       | Winter 2024     |
| Castro Station Accessibility Improvement Project | FC050  | Detail Design          | Winter 2019       | Summer 2022     |
| Castro Station Accessibility Improvement Project | FC050  | Administrative Closure | Winter 2024       | Spring 2026     |

| Project Name                                          | CIP ID | Phase                   | Public Start Date | Public End Date |
|-------------------------------------------------------|--------|-------------------------|-------------------|-----------------|
| Facility Condition Assessment Implementation          | FC061  | Construction            | Summer 2022       | Summer 2027     |
| 1200 15th Street Renovation (FC066)                   | FC066  | Construction            | Fall 2022         | Summer 2024     |
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | Construction            | Winter 2022       | Summer 2023     |
| Presidio Facility Reconstruction                      | FC072  | Planning                | Fall 2022         | Summer 2023     |
| Potrero Modernization                                 | FC074  | Detail Design           | Winter 2022       | Summer 2025     |
| MME & Green VEMS (profile readers)                    | FCNEW  | Preliminary Engineering | Winter 2022       | Spring 2023     |
| MME & Green VEMS (profile readers)                    | FCNEW  | Detail Design           | Summer 2023       | Summer 2024     |
| Program: Building Progress Modernization (fund)       | FCNEW  | Planning                | Summer 2024       | Summer 2027     |
| Woods Paint Booth Rehabilitation                      | FCNEW  | Preliminary Engineering | Winter 2022       | Summer 2023     |
| Woods Paint Booth Rehabilitation                      | FCNEW  | Detail Design           | Summer 2023       | Summer 2025     |
| Green Car Wash Rehabilitation                         | FCNEW  | Preliminary Engineering | Winter 2022       | Spring 2023     |
| Green Car Wash Rehabilitation                         | FCNEW  | Detail Design           | Spring 2023       | Summer 2024     |
| Kirkland Yard Electrification                         | FCNEW  | Planning                | Summer 2022       | Summer 2023     |
| Embarcadero Station Rehabilitation                    | FCNEW  | Preliminary Engineering | Winter 2022       | Spring 2023     |
| Embarcadero Station Rehabilitation                    | FCNEW  | Detail Design           | Spring 2023       | Spring 2024     |

Fleet

| Project Name                                     | CIP ID | Phase        | Public Start Date | Public End Date |
|--------------------------------------------------|--------|--------------|-------------------|-----------------|
| Paratransit Fleet Replacement Program            | FT013  | Programmatic | Summer 2022       | Summer 2027     |
| Cable Car State of Good Repair (SGR) Program     | FT015  | Programmatic | Summer 2022       | Summer 2027     |
| Non-Revenue Vehicle (NRV) SGR Program            | FT016  | Programmatic | Summer 2022       | Summer 2027     |
| Light Rail Vehicle Fleet Replacement & Expansion | FT059  | Construction | Summer 2014       | Winter 2026     |

| Project Name                                              | CIP ID | Phase         | Public Start Date | Public End Date |
|-----------------------------------------------------------|--------|---------------|-------------------|-----------------|
| Vintage Streetcar Rehabilitation                          | FT061  | Detail Design | Fall 2017         | Summer 2022     |
| New Flyer Midlife Overhaul Phase I                        | FT080  | Detail Design | Winter 2018       | Spring 2022     |
| 40' Battery-Electric Bus (EV Bus) Pilot                   | FT082  | Planning      | Fall 2018         | Fall 2020       |
| 40' & 60' Motor Coach Replacement                         | FT093  | Planning      | Winter 2024       | Summer 2024     |
| Fleet Contingency                                         | FT096  | Contingency   | Summer 2022       | Summer 2027     |
| Double-Ended Streetcar Rehabilitations (2 Streetcars)     | FT097  | Planning      | Winter 2023       | Summer 2023     |
| New Flyer Midlife Overhaul Phase II                       | FT099  | Detail Design | Winter 2023       | Fall 2023       |
| Paratransit Vehicle Expansion (5 Vehicles)                | FT101  | Planning      | Summer 2024       | Winter 2024     |
| Cable Car Restorations                                    | FT104  | Construction  | Summer 2021       | Summer 2023     |
| Paratransit Vehicle Replacement & Expansion (47 Vehicles) | FT105  | Planning      | Spring 2022       | Spring 2022     |
| Streetcar 233 Rehabilitation                              | FT106  | Construction  | Spring 2022       | Fall 2023       |
| New Flyer Midlife Overhaul Phase III                      | FT108  | Detail Design | Winter 2025       | Winter 2026     |
| New Flyer Midlife Overhaul Phase IIIa                     | FT108  | Construction  |                   |                 |
| New Flyer Trolley Replacement Energy Storage Systems      | FT109  | Planning      | Summer 2023       | Summer 2023     |
| 60' Battery-Electric Bus (EV Bus) Pilot                   | FT110  | Planning      | Summer 2022       | Winter 2022     |
| Paratransit Vehicle Replacement FY23 (20 Vehicles)        | FT115  | Construction  | Summer 2022       | Spring 2023     |
| Paratransit Vehicle Replacement FY24 (35 Vehicles)        | FT116  | Construction  | Summer 2023       | Spring 2024     |
| Light Rail Vehicle Fleet Expansion                        | FT120  | Construction  | Summer 2023       | Summer 2029     |
| LRV4 Door Programming Upgrades                            | FT121  | Planning      | Fall 2021         | Winter 2021     |
| Axle Press & Horizontal Tire Press                        | FT129  | Detail Design | Summer 2022       | Summer 2023     |

Parking

There are no FY23-27 funds programmed to projects in the Parking CIP.

Security

All Security projects in this CIP are Reserves and do not have dates.

Signals

| Project Name                                                          | CIP ID | Phase         | Public Start Date | Public End Date |
|-----------------------------------------------------------------------|--------|---------------|-------------------|-----------------|
| Program: City Coordination Opportunities: New Traffic Signals         | SG011  | Construction  | Summer 2019       | Winter 2025     |
| Program: Traffic Signal Hardware Replacement                          | SG017  | Construction  | Summer 2024       | Summer 2026     |
| Program: Traffic Sign Replacement                                     | SG018  | Construction  | Summer 2019       | Winter 2025     |
| Contract 35: Traffic Signal Modifications                             | SG060  | Detail Design | Winter 2018       | Spring 2023     |
| Contract 66: New Traffic Signals                                      | SG062  | Detail Design | Summer 2021       | Fall 2023       |
| Contract 36: Traffic Signal Modifications                             | SG063  | Detail Design | Spring 2020       | Spring 2023     |
| 3rd Street Video Detection Replacement Phase II                       | SG070  | Construction  | Winter 2022       | Spring 2023     |
| 3rd Street Video Detection Replacement Phase IV                       | SG072  | Construction  | Summer 2023       | Summer 2024     |
| Tenderloin Signal Upgrade                                             | SG106  | Detail Design | Spring 2023       | Summer 2025     |
| Contract 67: New Traffic Signals                                      | SG111  | Detail Design | Summer 2024       | Summer 2026     |
| Traffic Signal Visibility Upgrades Phase 2                            | SG114  | Construction  | Summer 2021       | Summer 2023     |
| Contract 68: New Traffic Signals                                      | SG132  | Detail Design | Summer 2025       | Summer 2027     |
| Traffic Signal Hardware Replacement FY25                              | SG132  | Construction  | Summer 2024       | Summer 2026     |
| Traffic Signal Visibility Upgrades FY27                               | SG132  | Construction  | Summer 2026       | Summer 2027     |
| Contract 37: Traffic Signal Modifications                             | SG133  | Detail Design | Summer 2023       | Summer 2025     |
| Traffic Signal Hardware Replacement FY27                              | SG133  | Construction  | Summer 2026       | Summer 2028     |
| Contract 38: Traffic Signal Modifications                             | SG134  | Detail Design | Summer 2025       | Summer 2027     |
| Traffic Signal Visibility Upgrades FY26                               | SG134  | Construction  | Summer 2025       | Summer 2026     |
| Accessible Pedestrian Signals FY24                                    | SG135  | Construction  | Summer 2023       | Summer 2025     |
| Traffic Sign Replacement FY26                                         | SG135  | Construction  | Summer 2025       | Summer 2026     |
| Traffic Sign Replacement FY27                                         | SG136  | Construction  | Summer 2026       | Summer 2027     |
| Program: City Coordination Opportunities: New Traffic Signals FY25-27 | SG137  | Detail Design | Summer 2024       | Summer 2025     |

Streets

| Project Name                                                     | CIP ID | Phase         | Public Start Date | Public End Date |
|------------------------------------------------------------------|--------|---------------|-------------------|-----------------|
| Slow Streets Implementation                                      | ST025  | Detail Design | Spring 2020       | Winter 2020     |
| Program: Bicycle Traffic Signal and Intersection Upgrades        | ST026  | Detail Design | Summer 2016       | Summer 2024     |
| Program: Traffic Calming Application-Based Local Streets Program | ST028  |               |                   |                 |
| Program: Community Response Implementation                       | ST038  | Construction  | Spring 2018       | Spring 2019     |
| Program: Streets Coordination Improvements                       | ST039  | Planning      | Summer 2020       | Summer 2025     |

| Project Name                                                     | CIP ID | Phase                   | Public Start Date | Public End Date |
|------------------------------------------------------------------|--------|-------------------------|-------------------|-----------------|
| Program: Walk Quick & Effective Pedestrian Safety                | ST040  |                         |                   |                 |
| Program: Bike Facility Maintenance: Delineators & Green Pavement | ST041  | Construction            | Summer 2015       | Summer 2025     |
| Program: Traffic Improvements Around Schools                     | ST042  | Detail Design           | Summer 2016       | Summer 2024     |
| Program: Proactive Local Traffic Calming Track                   | ST043  | Planning                | Summer 2019       | Summer 2025     |
| Program: Citywide Quick and Effective Bike Improvements          | ST045  |                         |                   |                 |
| Program: Short-Term Bike Parking                                 | ST048  | Planning                | Summer 2016       | Summer 2016     |
| 5th Street Corridor Improvements                                 | ST052  | Planning                | Fall 2017         | Winter 2019     |
| Page Street Neighborway (Webster to Stanyan)                     | ST071  |                         |                   |                 |
| Folsom Streetscape                                               | ST080  | Planning                | Winter 2015       | Winter 2017     |
| Geary Phase 2                                                    | ST081  |                         |                   |                 |
| Rectangular Rapid Flashing Beacons                               | ST122  | Construction            | Summer 2016       | Summer 2025     |
| Mission Street Excelsior                                         | ST158  | Planning                | Spring 2017       | Winter 2020     |
| Valencia Bikeway Improvements                                    | ST165  | Planning                | Summer 2018       | Winter 2020     |
| Terry Francois Boulevard Bikeway Improvements                    | ST169  |                         |                   |                 |
| 13th St Protected Bike Lanes                                     | ST177  | Planning                | Winter 2020       | Fall 2021       |
| Lake Merced Pedestrian Safety                                    | ST181  | Construction            | Summer 2016       | Summer 2022     |
| Ocean Avenue Safety Improvements                                 | ST183  | Planning                | Spring 2018       | Fall 2020       |
| Citywide Daylighting                                             | ST185  | Preliminary Engineering | Winter 2020       | Spring 2022     |
| Bayview CBTP Implementation                                      | ST195  | Preliminary Engineering | Summer 2022       | Winter 2023     |
| Program: Annual Traffic Calming Removal and Replacement          | ST203  | Detail Design           | Summer 2019       | Summer 2024     |
| Brannan Streetscape                                              | ST235  | Preliminary Engineering | Summer 2021       | Winter 2022     |
| Business Transportation Demand Management (TDM)                  | ST236  | Construction            | Summer 2024       | Summer 2025     |
| Condition Assessment                                             | ST237  |                         |                   |                 |
| Ocean Beach Master Plan - Sloat/Great Highway                    | ST239  | Planning                | Summer 2022       | Summer 2023     |
| Program: Citywide Vision Zero Quick Build                        | ST240  | Programmatic            |                   |                 |
| Program: Tenderloin Vision Zero Quick Build                      | ST241  | Detail Design           | Summer 2020       | Summer 2025     |
| Residents TDM                                                    | ST243  | Construction            | Summer 2024       | Summer 2025     |
| Vistacion Valley CBTP                                            | ST246  | Planning                | Fall 2020         | Spring 2023     |
| Motorcycle Safety Education, Enforcement                         | ST248  | Planning                | Fall 2020         | Fall 2021       |
| SF Existing Residents TDM Program                                | ST249  | Construction            | Summer 2024       | Summer 2025     |
| Bike to Work Day                                                 | ST250  | Construction            | Summer 2016       | Summer 2023     |
| TDM for Tourists                                                 | ST252  | Planning                | Summer 2019       | Summer 2025     |

| Project Name                                                    | CIP ID | Phase        | Public Start Date | Public End Date |
|-----------------------------------------------------------------|--------|--------------|-------------------|-----------------|
| TDM: Bicycle Outreach and Education                             | ST253  | Planning     | Winter 2018       | Summer 2024     |
| Travel Decision Survey                                          | ST254  | Planning     | Summer 2018       | Summer 2023     |
| Place Based Planning Program (prev Context Sensitive Plan Prog) | ST255  | Planning     | Summer 2019       | Summer 2023     |
| Comprehensive Employee TDM Program                              | ST257  | Construction | Winter 2020       | Summer 2023     |
| Program: Vision Zero Quick Build Spot Improvements              | ST293  |              |                   |                 |
| Central Embarcadero Enhancement                                 | ST294  | Planning     | Summer 2014       | Spring 2019     |
| South Embarcadero Enhancement                                   | ST297  | Planning     | Summer 2014       | Winter 2021     |
| Howard Streetscape                                              | STNEW  |              |                   |                 |
| Program: Traffic Speed Reduction Interventions                  | STNEW  |              |                   |                 |

## Taxi & Accessible Services

| Project Name                                    | CIP ID | Phase    | Public Start Date | Public End Date |
|-------------------------------------------------|--------|----------|-------------------|-----------------|
| Alternative Fuel Taxi Vehicle Incentive Program | TA050  | Planning | Summer 2022       | Summer 2027     |
| Taxi Stand Expansion & Renovation               | TA051  | Planning | Summer 2016       | Summer 2027     |
| Ramp Taxi Incentive                             | TA056  | N/A      |                   |                 |
| SFMTA Mobility Management                       | TA058  | N/A      | Summer 2022       | Summer 2027     |

## Transit Fixed Guideway

| Project Name                                                                | CIP ID | Phase         | Public Start Date | Public End Date |
|-----------------------------------------------------------------------------|--------|---------------|-------------------|-----------------|
| Subway Track Fastener & Rail Replacement State of Good Repair (SGR) Program | TF016  | Construction  | Summer 2023       | Summer 2027     |
| Traction Power State of Good Repair (SGR) Program                           | TF017  | Construction  | Summer 2023       | Summer 2027     |
| Subway Fire Life Safety State of Good Repair (SGR) Program                  | TF022  | Construction  | Summer 2023       | Summer 2027     |
| Subway Electrical Systems State of Good Repair (SGR) Program                | TF023  | Construction  | Summer 2023       | Summer 2027     |
| Cable Car Curved Track Replacement                                          | TF053  | Detail Design | Spring 2019       | Spring 2023     |
| Cable Car Curved Track Replacement                                          | TF053  | Construction  | Spring 2023       | Winter 2025     |
| Islais Creek Bridge Overhead Reconstruction                                 | TF059  | Construction  | Fall 2025         | Summer 2027     |
| San Jose Substation Phase I                                                 | TF071  | Construction  | Summer 2021       | Spring 2024     |

| Project Name                                        | CIP ID | Phase                   | Public Start Date | Public End Date |
|-----------------------------------------------------|--------|-------------------------|-------------------|-----------------|
| Metro Tunnel Special Trackwork                      | TF073  | Preliminary Engineering | Spring 2018       | Spring 2022     |
| Metro Tunnel Special Trackwork                      | TF073  | Detail Design           | Spring 2022       | Spring 2024     |
| Metro Tunnel Special Trackwork                      | TF073  | Construction            | Spring 2024       | Fall 2027       |
| Track Support Structure Replacement                 | TF087  | Construction            | Spring 2019       | Winter 2022     |
| Special Trackwork Replacement (3 Locations)         | TF090  | Construction            | Fall 2018         | Spring 2025     |
| Train Control System Upgrade                        | TF107  | Planning                | Fall 2017         | Winter 2022     |
| Train Control System Upgrade                        | TF107  | Preliminary Engineering | Summer 2023       | Spring 2024     |
| Train Control System Upgrade                        | TF107  | Detail Design           | Spring 2024       | Spring 2029     |
| Train Control System Upgrade                        | TF107  | Construction            | Winter 2024       | Winter 2031     |
| Subway Rail and Track Fastener Replacement          | TF128  | Planning                | Summer 2022       | Winter 2022     |
| Subway Rail and Track Fastener Replacement          | TF128  | Preliminary Engineering | Winter 2022       | Summer 2023     |
| Subway Rail and Track Fastener Replacement          | TF128  | Detail Design           | Summer 2023       | Fall 2023       |
| Subway Rail and Track Fastener Replacement          | TF128  | Construction            | Winter 2026       | Summer 2027     |
| Track Support Structure Replacement Phase III       | TF130  | Detail Design           | Summer 2022       | Summer 2025     |
| Track Support Structure Replacement Phase III       | TF130  | Construction            | Fall 2022         | Winter 2024     |
| Ultrasonic Rail Testing Phase III                   | TF132  | Construction            | Fall 2020         | Spring 2024     |
| Cable Car Guideway SGR Program                      | TF146  | Programmatic            | Summer 2023       | Summer 2027     |
| Twin Peaks Tunnel Liner Spall Repairs               | TF147  | Detail Design           | Summer 2022       | Summer 2025     |
| Twin Peaks Tunnel Liner Spall Repairs               | TF147  | Construction            | Summer 2022       | Spring 2026     |
| Rigid Traction Power Feasibility Study              | TF148  | Planning                | Summer 2022       | Summer 2024     |
| Subway Biennial Tunnel Inspection                   | TF149  | Construction            | Winter 2024       | Winter 2028     |
| Subway Structural Repairs                           | TF150  | Construction            | Spring 2023       | Spring 2028     |
| Ultrasonic Rail Testing Phase 4                     | TF152  | Preliminary Engineering | Summer 2023       | Summer 2023     |
| Station Wayfinding Signage Upgrade Phase 2          | TF157  | Planning                | Summer 2022       | Winter 2023     |
| Station Wayfinding Signage Upgrade Phase 2          | TF157  | Detail Design           | Summer 2023       | Fall 2023       |
| Subway Substation Fire and Entry Alarm Replacement  | TF158  | Preliminary Engineering | Summer 2023       | Fall 2023       |
| Subway Substation Fire and Entry Alarm Replacement  | TF158  | Detail Design           | Fall 2023         | Winter 2024     |
| Surface Substation Fire and Entry Alarm Replacement | TF159  | Preliminary Engineering | Summer 2023       | Fall 2023       |
| Surface Substation Fire and Entry Alarm Replacement | TF159  | Detail Design           | Winter 2023       | Summer 2024     |
| Surface Special Trackwork Phase 1                   | TF160  | Preliminary Engineering | Spring 2023       | Spring 2023     |
| Surface Special Trackwork Phase 1                   | TF160  | Detail Design           | Summer 2023       | Spring 2024     |

| Project Name                                         | CIP ID | Phase                   | Public Start Date | Public End Date |
|------------------------------------------------------|--------|-------------------------|-------------------|-----------------|
| Surface Trackwork: Ocean Howth and 280               | TF161  | Preliminary Engineering | Spring 2023       | Summer 2023     |
| Surface Trackwork: Ocean Howth and 280               | TF161  | Detail Design           | Summer 2023       | Summer 2023     |
| Subway GM4000A Switch Machine Replacement            | TF162  | Planning                | Summer 2022       | Summer 2022     |
| Subway GM4000A Switch Machine Replacement            | TF162  | Preliminary Engineering | Summer 2022       | Sumer 2022      |
| Subway GM4000A Switch Machine Replacement            | TF162  | Detail Design           | Summer 2022       | Summer 2022     |
| Backup Battery Replacement for 12 substations        | TF163  | Planning                | Winter 2022       | Winter 2023     |
| Backup Battery Replacement for 12 substations        | TF163  | Preliminary Engineering | Winter 2023       | Winter 2023     |
| Backup Battery Replacement for 12 substations        | TF163  | Detail Design           | Winter 2023       | Winter 2023     |
| Surface GM4000A Switch Machine Replacement           | TF164  | Planning                | Summer 2022       | Summer 2022     |
| Surface GM4000A Switch Machine Replacement           | TF164  | Preliminary Engineering | Summer 2022       | Summer 2022     |
| Surface GM4000A Switch Machine Replacement           | TF164  | Detail Design           | Summer 2022       | Summer 2022     |
| Surface T3 Switch Machine Study                      | TF165  | Planning                | Summer 2022       | Summer 2022     |
| Surface T3 Switch Machine Study                      | TF165  | Preliminary Engineering | Summer 2022       | Summer 2022     |
| Surface T3 Switch Machine Study                      | TF165  | Detail Design           | Summer 2022       | Fall 2022       |
| Surface T3 Switch Machine Study                      | TF165  | Construction            | Fall 2022         | Spring 2023     |
| Surface T3 Switch Machine Upgrade                    | TF166  | Planning                | Summer 2022       | Summer 2022     |
| Surface T3 Switch Machine Upgrade                    | TF166  | Preliminary Engineering | Summer 2022       | Summer 2022     |
| Surface T3 Switch Machine Upgrade                    | TF166  | Detail Design           | Summer 2022       | Fall 2022       |
| Signal Interlock Replacement Phase 2                 | TF167  | Planning                | Summer 2022       | Fall 2022       |
| Signal Interlock Replacement Phase 2                 | TF167  | Preliminary Engineering | Fall 2022         | Fall 2022       |
| Signal Interlock Replacement Phase 2                 | TF167  | Detail Design           | Fall 2022         | Summer 2024     |
| Subway Station Main Switchgear and Panel Replacement | TF175  | Preliminary Engineering | Winter 2022       | Winter 2024     |
| Subway Station Main Switchgear and Panel Replacement | TF175  | Detail Design           | Winter 2024       | Fall 2025       |
| Civic Center Substation Upgrade                      | TF181  | Preliminary Engineering | Winter 2022       | Summer 2023     |
| Civic Center Substation Upgrade                      | TF181  | Detail Design           | Summer 2023       | Summer 2024     |
| Twin Peaks Tunnel Ballast Monitoring and Repair      | TF200  | Detail Design           | Summer 2022       | Summer 2025     |

| Project Name                                    | CIP ID | Phase        | Public Start Date | Public End Date |
|-------------------------------------------------|--------|--------------|-------------------|-----------------|
| Twin Peaks Tunnel Ballast Monitoring and Repair | TF200  | Construction | Summer 2022       | Spring 2026     |

## Transit Optimization & Expansion

| Project Name                                                          | CIP ID | Phase                   | Public Start Date | Public End Date |
|-----------------------------------------------------------------------|--------|-------------------------|-------------------|-----------------|
| 14 Mission: Outer Mission (South of Randall) Transit Priority Project | TO054  | Preliminary Engineering | Fall 2025         | Fall 2026       |
| 14 Mission: Downtown TPP                                              | TO055  | Planning                | Summer 2020       | Summer 2021     |
| 27 Bryant Tenderloin Transit Reliability Project                      | TO070  | Preliminary Engineering | Fall 2017         | Winter 2022     |
| Transit Reliability Spot Improvements                                 | TO077  | Preliminary Engineering | Summer 2016       | Summer 2027     |
| Geary BRT Phase 2 (TO081)                                             | TO081  | Detail Design           | Summer 2022       | Summer 2024     |
| E/F Line Improvements: Extension to Aquatic Park                      | TO085  | Planning                | Winter 2021       | Winter 2021     |
| Geneva/San Jose M-Line Terminal                                       | TO202  | Planning                | Summer 2020       | Summer 2023     |
| Bayshore Caltrain Station Upgrades                                    | TO203  | Detail Design           | Summer 2016       | Summer 2016     |
| Equity Strategy Improvements                                          | TO205  | Detail Design           | Summer 2020       | Summer 2027     |
| 30 Stockton: 3rd Street Transit Priority Project (TPP)                | TO208  | Construction            | Summer 2021       | Summer 2027     |
| J Church Muni Forward                                                 | TO211  | Planning                | Spring 2020       | Fall 2022       |
| K Ingleside TPP                                                       | TO212  | Planning                | Fall 2021         | Winter 2022     |
| M Oceanview TPP                                                       | TO213  | Planning                | Summer 2020       | Winter 2022     |
| N Judah: Judah Street TPP                                             | TO214  | Planning                | Winter 2022       | Summer 2022     |
| E/F Line Improvements: Fisherman's Wharf Relocation                   | TO215  | Planning                | Summer 2020       | Summer 2021     |
| M-Line Park Merced Surface Realignment                                | TO219  | Preliminary Engineering | Summer 2020       | Summer 2024     |
| 29 Sunset Muni Forward                                                | TO222  | Planning                | Spring 2020       | Summer 2022     |
| Powell Street Plaza & Transit Reliability Improvements                | TO223  | Preliminary Engineering | Fall 2015         | Spring 2021     |
| Transbay Transit Center Traction Power Upgrade                        | TO227  | Detail Design           | Fall 2019         | Summer 2022     |
| Transit Collision Reduction Spots Improvements                        | TO228  | Planning                | Fall 2019         | Summer 2027     |
| N Judah: Judah Street Quick Build                                     | TO229  | Construction            | Summer 2020       | Winter 2999     |
| Bus Stop Lighting                                                     | TO238  | Planning                | Summer 2022       | Winter 2022     |

# CIP Plus

## What is CIP+?

The final 5-year CIP continues **critical investments in transportation infrastructure** with the **first CIP+ a targeted and prioritized investment plan** for advocacy and capital revenue growth.

All of the major projects in the CIP are related to the State of Good Repair of the system and improving safety and reliability.

**Increases in State of Good Repair Funding**  
(TCP Regional Policy for Increases in Federal Formula Funds, State Budget Surplus, Sales Tax Reauthorization)

**Fully funding safety improvementsw on the High Injury Network**  
(State Active Transportation Program, Highway Safety Improvement Program, US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE), USDOT Safe Streets for All, GO Bond, Regional One Bay Area Grant Program (OBAG), Sales Tax Reauthorization)

**Advancing Zero Emission Bus or Battery Electric Bus and Facilities Infrastructure**  
(1500% in FTA Low or No Emission (LONO) Vehicle Program, FTA Bus and Facilities Grant, State Transit and Inter City Rail Program (TIRCP), GO Bond, State Surplus, Sales Tax Reauthorization)

**Advancing Muni Metro Modernization - Muni Forward Rail Improvements, Fleet and Train Control System**  
(TIRCP, GO Bond, Regional Transit Performance Initiative, State Surplus, Sales Tax Reauthorization)

**Advancing the Building Progress Program**  
(1500% in LONO, RAISE, Bus and Bus Facilities Grant, GO Bond, Sales Tax Reauthorization)

**Cable Car Program**  
(Federal Advocacy, Sales Tax Reauthorization)

**Fund Estimate CIP+: \$300 Million - \$1 Billion**

## CIP Plus by Capital Program

| Program (In \$M)       | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total (Current) |
|------------------------|---------|---------|---------|---------|---------|-----------------|
| Fleet                  | 0.00    | 0.00    | 13.23   | 103.67  | 154.23  | 271.13          |
| Transit Optimization   | 16.51   | 10.97   | 39.75   | 37.98   | 40.34   | 145.55          |
| Transit Fixed Guideway | 8.77    | 21.24   | 35.21   | 42.34   | 37.57   | 145.13          |
| Streets                | 38.08   | 60.52   | 55.70   | 43.00   | 41.90   | 239.20          |
| Facility               | 0.00    | 19.96   | 80.52   | 259.07  | 5.63    | 365.18          |
| Signals                | 15.03   | 0.57    | 0.00    | 0.00    | 0.00    | 15.60           |
| Communications & IT    | 0.50    | 6.95    | 5.89    | 0.00    | 2.84    | 16.19           |
| Parking                | 21.55   | 0.00    | 0.00    | 0.00    | 0.00    | 21.55           |
| Total                  | 100.45  | 120.20  | 230.31  | 486.07  | 282.51  | 1,219.53        |

## Alternatives Considered

Various capital projects were considered during the development of the FY 2023-2027 CIP, which was based on extensive input over time from the SFMTA Board, Board of Supervisors, staff, and community stakeholders on desirable project priorities. Staff also received technical guidance on expected funding from local and regional experts. The projects in Enclosure 2 were selected based on project prioritization methodology discussed in detail in the attachment.

Projects that cannot be funded will be tracked for advocacy purposes in the new CIP+ framework that was introduced to the Board at its March 15, 2022 meeting. CIP+ will serve to:

- Track funding needs for CIP-eligible projects with costs exceeding CIP revenue estimates
- Advocate for capital needs more effectively by quantifying project and program shortfalls
- Match capital needs to potential revenues.

Staff has identified between \$300 M to \$1 B of potential revenues that could materialize over the next five years. These funds cannot be shown in the CIP, but can be in the CIP+ framework for planning purposes. Major new sources include advancing funds from a Prop K sales tax reauthorization, new GO Bond proceeds, increased competitive grant opportunities from the new federal Infrastructure Investment and Jobs Act, as well as, but not limited to, State and Federal earmarks.

As new revenues emerge we will be able to fund needs in these high priority areas:

- State of Good Repair
- High Injury Network Safety improvements
- Zero Emission Bus or Battery Electric Bus and Facilities Infrastructure
- Muni Metro Modernization – Muni Forward Rail Improvements, Fleet and Train Control System
- Building Progress Program
- Cable Car Program

A CIP+ internal stakeholder working group, facilitated by the Funding Strategy & Programs team, will be convened upon approval of the CIP.



# Funding Guide

## CIP Table of Funding Sources

The table below provides an overview of the funding sources that make up the FY 2023-2027 Capital Improvement Program (CIP) listed by Fund Administrator.

| Administered By                                    | CIP Fund Code                     | Fund Name                                                               |
|----------------------------------------------------|-----------------------------------|-------------------------------------------------------------------------|
| California Governor's Office of Emergency Services | CalEMA-CTSGP(Prop1B)              | California Transit Security Grant Program (CTSGP)                       |
| Caltrans                                           | Caltrans-ATP-Regional             | Caltrans Active Transportation Program (ATP) - Regional                 |
| Caltrans                                           | Caltrans-ATP-State                | Caltrans Active Transportation Program (ATP) - State                    |
| Caltrans                                           | Caltrans-Cap&Trade                | Caltrans Cap & Trade                                                    |
| Caltrans                                           | Caltrans-Cap&Trade-TIRCP          | Caltrans Cap & Trade - Transit & Intercity Rail Capital Program (TIRCP) |
| Caltrans                                           | Caltrans-HSIP-Cycle10             | Caltrans Highway Safety Improvement Program (HSIP)                      |
| Caltrans                                           | Caltrans-PTMISEA(Prop1B)          | Caltrans Proposition 1B PTMISEA                                         |
| Caltrans                                           | Caltrans-PTMISEA(Prop1B)-Interest | Caltrans Proposition 1B PTMISEA - Interest                              |
| Caltrans                                           | Caltrans-SB1-SGR                  | Caltrans State of Good Repair (SGR)                                     |
| Caltrans                                           | Caltrans-Planning                 | Caltrans Sustainable Transportation Planning (CSTP) Grant Program       |
| Caltrans                                           | Caltrans-SHOPP                    | State Highway Operations and Protections Program (SHOPP)                |
| Caltrans                                           | Caltrans-STIP                     | State Transportation Improvement Program                                |
| Caltrans                                           | Caltrans-SSARP                    | Systemic Safety Analysis Report Program                                 |
| City and County of San Francisco (CCSF)            | CCSFCentralFreewayProceeds        | Central Freeway Proceeds                                                |
| City and County of San Francisco (CCSF)            | Developer-5M                      | Developer Fee Revenue - 5M                                              |
| City and County of San Francisco (CCSF)            | Developer-CPMC                    | Developer Fee Revenue - California Pacific Medical Center (CPMC)        |
| City and County of San Francisco (CCSF)            | Developer-TheHub                  | Developer Fee Revenue - the Hub                                         |
| City and County of San Francisco (CCSF)            | Developer-MissionRock             | Developer Fee Revenue - Mission Rock                                    |
| City and County of San Francisco (CCSF)            | Developer-Pier70                  | Developer Fee Revenue - Pier 70                                         |
| City and County of San Francisco (CCSF)            | Developer-Various                 | Developer Fee Revenue – Various                                         |

| Administered By                         | CIP Fund Code                      | Fund Name                                                                    |
|-----------------------------------------|------------------------------------|------------------------------------------------------------------------------|
| City and County of San Francisco (CCSF) | Developer-ParkMerced               | Developer Fee Revenue - Park Merced                                          |
| City and County of San Francisco (CCSF) | CCSF-GOBond(PropA)                 | General Obligation (GO) Bond                                                 |
| City and County of San Francisco (CCSF) | CCSF-GOBond(PropA)-CompleteStreets | General Obligation (GO) Bond - Complete Streets                              |
| City and County of San Francisco (CCSF) | CCSF-GOBond(PropA)-Corridors       | General Obligation (GO) Bond - Corridor Improvements                         |
| City and County of San Francisco (CCSF) | CCSF-GOBond(PropA)-Facility        | General Obligation (GO) Bond - Facility Improvements                         |
| City and County of San Francisco (CCSF) | CCSF-GOBond(PropA)-MuniForward     | General Obligation (GO) Bond - Muni Forward                                  |
| City and County of San Francisco (CCSF) | CCSF-GOBond(PropA)-PedSafety       | General Obligation (GO) Bond - Pedestrian Safety                             |
| City and County of San Francisco (CCSF) | CCSF-GOBond(PropA)-Signals         | General Obligation (GO) Bond - Signals                                       |
| City and County of San Francisco (CCSF) | CCSF-IPIC                          | Interagency Planning Implementation Committee (IPIC)                         |
| City and County of San Francisco (CCSF) | CCSF-IPIC-BP                       | Interagency Planning Implementation Committee (IPIC) - Balboa Park           |
| City and County of San Francisco (CCSF) | CCSF-IPIC-EN                       | Interagency Planning Implementation Committee (IPIC) - Eastern Neighborhoods |
| City and County of San Francisco (CCSF) | CCSF-IPIC-MO                       | Interagency Planning Implementation Committee (IPIC) - Market Octavia        |
| City and County of San Francisco (CCSF) | CCSF-IPIC-TC                       | Interagency Planning Implementation Committee (IPIC) - Transit Center        |
| City and County of San Francisco (CCSF) | CCSF-IPIC-CS                       | Interagency Planning Implementation Committee (IPIC) - Central SoMa          |
| City and County of San Francisco (CCSF) | CCSF-IPIC-VV                       | Interagency Planning Implementation Committee (IPIC) - Visitation Valley     |
| City and County of San Francisco (CCSF) | CCSF-NewRevenue                    | New Revenue Measure                                                          |
| City and County of San Francisco (CCSF) | CCSF-GeneralFund-PopBaseStreets    | Population Baseline Streets General Fund                                     |
| City and County of San Francisco (CCSF) | CCSF-GeneralFund                   | San Francisco General Fund                                                   |
| City and County of San Francisco (CCSF) | CCSF-TSF                           | Transportation Sustainability Fee (TSF)                                      |

CIP Table of Funding Sources

| Administered By                                       | CIP Fund Code          | Fund Name                                                |
|-------------------------------------------------------|------------------------|----------------------------------------------------------|
| Federal Transit Administration (FTA)                  | FTA-5307               | FTA 5307 - Formula Funds                                 |
| Federal Transit Administration (FTA)                  | FTA-5309-CC            | FTA 5309 - Core Capacity                                 |
| Federal Transit Administration (FTA)                  | FTA-5309-FG            | FTA 5309 - Fixed Guideway Modernization Program          |
| Federal Transit Administration (FTA)                  | FTA-5309-NS            | FTA 5309 - New Starts                                    |
| Federal Transit Administration (FTA)                  | FTA-5309-SS            | FTA 5309 - Small Starts                                  |
| Federal Transit Administration (FTA)                  | FTA-5310-EM            | FTA 5310 - Enhanced Mobility                             |
| Federal Transit Administration (FTA)                  | FTA-5337-FG            | FTA 5337 - Fixed Guideway                                |
| Federal Transit Administration (FTA)                  | FTA-5309-BUS           | FTA Bus & Bus Facilities Program                         |
| Federal Transit Administration (FTA)                  | FTA-TCP                | Transit Capital Priorities                               |
|                                                       |                        | Funding Need                                             |
| Metropolitan Transportation Commission (MTC)          | MTC-AB664              | MTC AB664 Bridge Toll Funds                              |
| Metropolitan Transportation Commission (MTC)          | MTC-BATAProjectSavings | Bay Area Toll Authority (BATA) Project Savings           |
| Metropolitan Transportation Commission (MTC)          | MTC-Climate            | MTC Climate Initiatives Program                          |
| Metropolitan Transportation Commission (MTC)          | MTC-CBTP               | MTC Community-Based Transportation Plan                  |
| Metropolitan Transportation Commission (MTC)          | MTC-Lifeline-Cycle5    | MTC Lifeline Program                                     |
| Metropolitan Transportation Commission (MTC)          | MTC-Lifeline-Cycle6    | MTC Lifeline Program                                     |
| Metropolitan Transportation Commission (MTC)          | MTC-RM3-FleetFacility  | Regional Measure 3 - Muni Fleet Expansion and Facilities |
| Metropolitan Transportation Commission (MTC)          | MTC-RM3-CoreCapacity   | Regional Measure 3 - Core Capacity Transit Improvements  |
| Metropolitan Transportation Commission (MTC)          | MTC-TPI-Incentive      | MTC Transit Performance Initiatives (TPI) - Incentive    |
| Metropolitan Transportation Commission (MTC)          | MTC-TPI-Investment     | MTC Transit Performance Initiatives (TPI) - Investment   |
| Metropolitan Transportation Commission (MTC)          | MTC-TDAArticle3        | MTC Transportation Development Act (TDA) Article 3       |
| Office of Homeland Security (OHS)                     | OHS-TSGP               | Federal Transit Security Grant Program                   |
| Office of Traffic Safety (OTS)                        | CAOTS-OTS              | Office of Traffic Safety (OTS) Grant Program             |
| San Francisco County Transportation Authority (SFCTA) | SFCTA-OBAG             | One Bay Area Grant (OBAG) Program                        |
| San Francisco County Transportation Authority (SFCTA) | SFCTA-VRF(PropAA)      | Proposition AA Vehicle Registration Fee                  |

| Administered By                                       | CIP Fund Code                  | Fund Name                                |
|-------------------------------------------------------|--------------------------------|------------------------------------------|
| San Francisco County Transportation Authority (SFCTA) | SFCTA-SalesTax(PropK)          | SF Proposition K Sales Tax               |
| San Francisco County Transportation Authority (SFCTA) | SFCTA-TFCA-PM                  | Transportation Fund for Clean Air (TFCA) |
| CommuterShuttleRevenue                                | SFMTA Commuter Shuttle Program |                                          |
| San Francisco Municipal Transportation Agency (SFMTA) | SFMTA-Operating                | SFMTA Operating Funds                    |
| San Francisco Municipal Transportation Agency (SFMTA) | SFMTA-Operating- FundBalance   | SFMTA Operating Funds - Fund Balance     |
| San Francisco Municipal Transportation Agency (SFMTA) | SFMTA-RevBond-2014             | SFMTA Revenue Bond - 2014                |
| San Francisco Municipal Transportation Agency (SFMTA) | SFMTA-RevBond-2017             | SFMTA Revenue Bond - 2017                |
| San Francisco Municipal Transportation Agency (SFMTA) | SFMTA-RevBond-2019             | SFMTA Revenue Bond - 2019                |
| San Francisco Municipal Transportation Agency (SFMTA) | SFMTA-RevBond-2021             | SFMTA Revenue Bond - 2021                |
| San Francisco Municipal Transportation Agency (SFMTA) | SFMTA-RevBondInterest          | SFMTA Revenue Bond – Interest            |
| San Francisco Municipal Transportation Agency (SFMTA) | SGC-Cap&Trade-AHSC             | Strategic Growth Council (SGC)           |



Description of Capital Funds

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| California Transit Security Grant Program (CTSGP)                       | The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved as Proposition 1B, authorized issuing \$19.925 billion in general obligation bonds over ten years. Those sales fund transportation capital projects that relieve congestion, facilitate goods movement, improve air dquality, and enhance the safety of the state’s transportation system. The CTSGP, funded with \$1 billion of the \$19.925, is one of several programs created by Prop 1B and is administered by the California Governor’s Office of Emergency Services. Funding from the CTSGP is for projects that protect critical transportation infrastructure and the traveling public from acts of terrorism, major disasters and other emergencies. These funds are appropriated annually by the Legislature to the State Controller’s Office and allocated by Public Utilities Code formula. Half go to Local Operators based on fare-box revenues and half to Regional Entities according to their population. In the San Francisco Bay Area, the regional entity is the Metropolitan Transportation Commission. Any interest earnings can be spent on projects that are eligible under the program. |
| Caltrans Active Transportation Program (ATP) - Regional                 | This funding is administered by the Metropolitan Transportation Commission (MTC) and is competitively awarded to local and regional agencies. For details see Caltrans – ATP - State.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Caltrans Active Transportation Program (ATP) - State                    | The Active Transportation Program, created in 2013 by California Senate Bill 99 and California Assembly Bill 101, encourages active modes of transportation such as bicycling and walking. Both capital projects and non-infrastructure programs are eligible for funds if they encourage biking and walking, increase safety and mobility of non-motorized transportation, promote greenhouse gas reduction, enhance public health, or benefit disadvantaged communities. The ATP is administered by Caltrans Local Assistance and funds allocated by the California Transportation Commission (CTC). Program finances come from various federal and state funds through the State Budget, and include: the federal Transportation Alternative Program, the Highway Safety Improvement Program (HSIP), new SB1 proceeds and the State Highway Account. 40% of ATP funds go to Metropolitan Planning Organizations (MPOs), and half are awarded through grant applications to MPOs and transit agencies throughout California. Most ATP grants require an 11.47% local match.                                                                                                                                     |
| Caltrans Cap & Trade                                                    | In 2006, California passed climate law AB 32, establishing the goal to reduce greenhouse gas emissions to 1990 levels by 2020. To reach this goal, the State initiated a cap-and-trade program to generate revenue by selling carbon credits. This revenue supports investments in renewable energy, low-carbon transportation, and sustainable community development. Cap-and-trade revenue is managed through the Greenhouse Gas Reduction Fund (GGRF). Funding available through the GGRF includes the competitive Transit & Intercity Rail Capital Program (TIRCP) and the formula-based Low Carbon Transit Operations Program (LCTOP).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Caltrans Cap & Trade - Transit & Intercity Rail Capital Program (TIRCP) | The TIRCP is a competitive grant financed by California cap-and-trade. Eligible uses include capital or operational investments to modernize intercity, commuter, and urban rail systems to reduce greenhouse gas emissions and vehicle miles traveled (VMT) throughout California. TIRCP works to provide at least 25 percent of funds to projects that directly and meaningfully benefit disadvantaged communities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| Caltrans Highway Safety Improvement Program (HSIP)                | The Highway Safety Improvement Program (HSIP) is a federal program which aims to significantly reduce traffic fatalities through a data-driven, strategic approach to public road safety improvements. Eligible uses include strategies, activities or projects on our roads that improve safety and are consistent with the State Strategic Highway Safety Plan (SHSP). The HSIP program focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified by crash experience, potential, rate, or other data-supported means. California’s HSIP funding is administered by Caltrans Local Assistance and eligible projects must meet a minimum Cost/Benefit ratio. The ninth cycle of HSIP funds will be in May 2018.                                                                                                                                                                                                      |
| Caltrans Proposition 1B PTMISEA                                   | The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B - the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Transportation has \$19.925 billion available, of which, \$3.6 billion dollars was allocated to PTMISEA for transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, bus and rail car procurement, rehabilitation or replacement. Funds are appropriated annually by the Legislature to the State Controller’s Office (SCO), then allocated by Public Utilities Code formula: half to Local Operators based on fare-box revenue and half to Regional Entities based on population. The Budget Act of 2016 extended the deadline for a final cycle of allocations until June 2018. |
| Caltrans Proposition 1B PTMISEA - Interest                        | Interest earned from Caltrans Proposition 1B PTMISEA funding (see Caltrans Proposition 1B PTMISEA) that can be spent on any eligible project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Caltrans State of Good Repair (SB1-SGR)                           | The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicles registrations. In collaboration with the State Controller’s office (SCO), Caltrans is tasked with the management and administration of the SGR Program. The goal of the SGR Program is to provide funding for capital assistance to rehabilitate and modernize California’s existing local transit systems. Eligible projects include transit capital projects or services to maintain or repair a transit operator’s existing transit vehicle fleet or transit facilities, the design, acquisition and construction of new vehicles or facilities that improve existing transit services, or transit services that complement local efforts for repair and improvement of local transportation infrastructure.                                                                                                                                                                                     |
| Caltrans State Highway Operations and Protections Program (SHOPP) | SHOPP provides State of Good Repair funds to preserve and protect the State Highway System. Eligible capital improvements do not add capacity but target emergency, safety, and fix-it-first needs. SHOPP funds will pay for the pavement overlay of the Van Ness Corridor Improvement project, which is eligible because it lies along State Highway 101.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Caltrans The State Transportation Improvement Program (STIP)      | The STIP is the five-year plan adopted by the California Transportation Commission (CTC) every two years that allocates transportation funds for major transportation investments. These include: improvements to state highways, intercity rail networks, and both local and regional transportation systems. Within San Francisco, funding decisions are made by the Transportation Authority, then forwarded to MTC and included in the Bay Area’s Regional Improvement Program (RIP). The MTC-approved RIP is incorporated into the full STIP by the CTC, which presents the STIP to the Legislature and Governor.                                                                                                                                                                                                                                                                                                                                                                           |

Description of Capital Funds

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| Caltrans Sustainable Transportation Planning (CSTP) Grant Program | <p>In addition to \$9.5M of state and federal grants, the CSTP receives \$25 million in funds annually from SB1. It encourages local and regional planning to reach goals and use best practices from the California Transportation Commission’s regional transportation plan guidelines. These planning grants provide funds to support regional strategies to reduce greenhouse gasses in the state to 40 percent below 1990 levels by 2030, and 80 percent below by 2050. Two programs relevant to the SFMTA have Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity objectives.</p> <p>1. Sustainable Communities - Competitive Grants State funds of approximately \$17 million will be distributed through a competitive program. Cities, counties, and transit agencies are eligible. Awards will range from \$50,000 to \$1 million and require a local match of 11.47 percent.</p> <p>2. A. Strategic Partnerships - Federal funds of \$1.5 million will be available to localities, cities, counties, and transit agencies eligible as sub-applicants to the Metropolitan Transportation Commission. Transportation planning studies conducted with Caltrans as a partner that address regional, interregional and statewide needs of the State highway system can receive funds, as well as those that contribute to the Caltrans Mission and Grant Program Overarching Objectives. Awards will range from \$100,000 to \$500,000 and require a local match of 11.47 percent.</p> <p>B. Strategic Partnerships - Transit: FTA Section 5304 Federal funds will provide \$2.8 million for multi-modal planning study grants that partner with Caltrans and have a transit focus, are of regional, interregional and statewide significance, and help achieve the Caltrans Mission and Grant Program Overarching Objectives. Awards will range from \$100,000 to \$500,000 and require a local match of 11.47 percent.</p> <p>3. Adaptation Planning Grant Program - Governor Brown Jr. signed Senate Bill 1 (SB 1) into law in 2017, which has allocated \$20 million in grants to local and regional agencies to plan for climate change adaptation. Seven million dollars were allocated for the fiscal years 2017-18 grant cycle, seven million will be available in 2018-19, and another six million in 2019-20. Climate change adaptation anticipates and prepares for climate change impacts in order to reduce the damage from both climate change and extreme weather events. Adaptation is distinct from, but complements, climate change mitigation, which works to reduce greenhouse gas emissions. This funding is for adaptation planning on California’s transportation infrastructure, including but not limited to roads, railways, bikeways, trails, bridges, ports, and airports. Eligible projects must have a connection to transportation.</p> |
| Caltrans - Systemic Safety Analysis Report Program (SSARP)        | <p>A new safety analysis program, the SSARP received \$10 million for implementation. The SSARP helps local agencies perform collision analysis, identify safety issues on their roadway network, and develop a list of low-cost system countermeasures. These items can be used to prepare future HSIP or other safety program applications.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| Central Freeway Proceeds                                          | <p>In 1998 and 1999, San Francisco voters passed propositions to demolish the Central Freeway north of Market Street and replace it with a ground-level boulevard along Octavia. All funds from newly available parcels are required to go to the Octavia Boulevard project, and to transportation options supporting it. These funds are managed by the San Francisco County Transportation Authority, the San Francisco Municipal Transportation Agency and other city agencies. The Market and Octavia Community Advisory Committee (MO CAC) and the City’s Interagency Plan Implementation Committee (IPIC) have oversight of projects financed by Central Freeway.</p> |
| Developer Fee Revenue - 5M                                        | <p>Revenue from developer fees for the San Francisco 5M project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Developer Fee Revenue - California Pacific Medical Center (CPMC)  | <p>Revenue from developer fees for the California Pacific Medical Center (CPMC).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Developer Fee Revenue - the Hub                                   | <p>Revenue from developer fees for the Hub.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Developer Fee Revenue - Mission Rock                              | <p>Revenue from developer fees for Mission Rock.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Developer Fee Revenue - Parkmerced                                | <p>Revenue from developer fees for Parkmerced construction improvements to the M Oceanview Muni line.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Developer Fee Revenue - Pier 70                                   | <p>Revenue from developer fees for Pier 70.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Developer Fee Revenue – Various                                   | <p>Revenue from various consolidated developer fees.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| General Fund ERAF                                                 | <p>Educational Revenue Augmentation Fund, remaining local property taxes that are returned to the City after the state shifts a portion of local property taxes to the public-school system.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| General Fund Proposition B Population Baseline (Transit & Street) | <p>Proposition B was approved by San Francisco voters in 2014. This San Francisco Charter amendment requires the city to increase General Fund contributions to the SFMTA by a percentage equal to the City’s annual population increase, accounting for both daytime and nighttime populations. Prop B also requires 75 percent of the population-based increase go to projects that improve Muni’s reliability, frequency of service, as well as pay for Muni repairs; the remainder goes to capital street safety improvements.</p>                                                                                                                                      |
| General Obligation (GO) Bond                                      | <p>In 2014, San Francisco voters approved a \$500 million General Obligation (GO) bond that funds critical capital investments to upgrade the transit system, improve service, enhance safety and accessibility, and renovate Muni’s maintenance and storage facilities.</p>                                                                                                                                                                                                                                                                                                                                                                                                |
| General Obligation (GO) Bond - Complete Streets                   | <p>Complete Streets funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| General Obligation (GO) Bond - Corridor Improvements              | <p>Corridor improvements funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| General Obligation (GO) Bond - Facility Improvements              | <p>Facility improvements funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond, above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

Description of Capital Funds

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| General Obligation (GO) Bond - Muni Forward                                  | Muni Forward funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| General Obligation (GO) Bond - Pedestrian Safety                             | Pedestrian safety funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| General Obligation (GO) Bond - Signals                                       | Signals funding from the 2014 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| General Obligation (GO) Bond - Caltrain Series 2020                          | Caltrains funding from the 2020 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| General Obligation (GO) Bond - Muni Forward Series 2020                      | Muni Forward funding from the 2020 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| General Obligation (GO) Bond - Pedestrian Safety Series 2020                 | Pedestrian safety funding from the 2020 San Francisco GO Bond. See CCSF General Obligation (GO) Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Interagency Planning Implementation Committee (IPIC)                         | The San Francisco Board of Supervisors passed legislation in 2006 to formalize interagency coordination to implement citywide Area Plans by establishing the Interagency Plan Implementation Committee (IPIC). IPIC manages programming of Development Impact Fees within Area Plan jurisdictions, coordinates with Citizen Advisory Committees (CACs), and provides a forum for collaboration on capital planning and implementation. Specific Area Plan neighborhoods under IPIC’s purview include Balboa Park, Central SoMa, Eastern Neighborhoods, Financial District, SoMA, Market Octavia, the Hub, Transit Center District and the Visitation Valley. |
| Interagency Planning Implementation Committee (IPIC) - Balboa Park           | See Interagency Planning Implementation Committee (IPIC).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Interagency Planning Implementation Committee (IPIC) - Central SoMa          | See Interagency Planning Implementation Committee (IPIC).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Interagency Planning Implementation Committee (IPIC) - Eastern Neighborhoods | See Interagency Planning Implementation Committee (IPIC).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Interagency Planning Implementation Committee (IPIC) - Financial District    | See Interagency Planning Implementation Committee (IPIC).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Interagency Planning Implementation Committee (IPIC) - Market Octavia        | See Interagency Planning Implementation Committee (IPIC).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Interagency Planning Implementation Committee (IPIC) - the HUB               | See Interagency Planning Implementation Committee (IPIC).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| Interagency Planning Implementation Committee (IPIC) - Transit Center | See Interagency Planning Implementation Committee (IPIC).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| New Revenue Measure                                                   | This is a placeholder for future transportation funding ballot initiatives. If approved, this funding will likely support facility, fleet, transit optimization and street safety projects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| San Francisco General Fund                                            | Revenue from the San Francisco General Fund.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Stabilization Funds                                                   | The South of Market Community Stabilization Fund is administered by the Mayor’s Office of Housing and Community Development (MOHCD) and used to stabilize the community and promote equity through strategies that mitigate the impact of development. Objectives of the fund include strengthening community cohesion and neighborhood planning, supporting economic and workforce development for low-income residents and businesses that serve the South of Market community, increasing access to affordable housing opportunities for existing South of Market residents, and improving infrastructure and the physical environment.                                                                                                                                                                                                                                              |
| Transportation Sustainability Fee (TSF)                               | The TSF replaced the Transportation Impact Development Fee (TIDF) in 2015. The TSF is a citywide fee on new development in San Francisco to address the impact created by all uses on the transportation system. The TSF expanded the TIDF to include market-rate residential development and certain large institutions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| FTA 5307 Formula Funds                                                | The Federal Section 5307 Urbanized Area Formula program provides funds to urbanized areas and state Governors for transit capital and operating assistance, and for transportation-related planning. Eligible uses include planning, engineering, design and evaluation of transit projects; technical transportation-related studies; capital investments in bus and bus-related activities; capital investments in new and existing fixed guideway systems; and signals, communications, and computer hardware and software. The Federal Transit Administration administers 5307 grants. These formula-based grants are awarded on population, population density, passenger miles, and revenue/route miles for various modes. Grant awards typically require a minimum of 20 percent local match. Distribution of these funds is through the MTC Transit Capital Priorities process. |
| FTA 5309 - Core Capacity                                              | The 5309 Core Capacity program funds substantial corridor-based investments in existing fixed-guideway systems. Core Capacity grants are financed by federal transportation funds and administered by the Federal Transit Administration. Projects must: 1) Be located in a corridor that is at or over capacity - or will be in five years; 2) Increase capacity by 10 percent; and 3) Not include project elements designated to maintain a state of good repair in order to be eligible. Grants are awarded by project and are evaluated by improvements to mobility, environmental benefit, cost-effectiveness, and economic development.                                                                                                                                                                                                                                           |

Description of Capital Funds

|                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| FTA 5309 - Fixed Guideway Modernization Program | The 5309 Fixed Guideway Modernization program funded upgrades of existing light, heavy, rapid, and other fixed guideway rail systems to modern standards. Fixed Guideway Modernization grants were financed by federal transportation funds and administered by the Federal Transit Administration (FTA). Grants were awarded by a formula allocation based on system size. Eligible activities included capital projects to modernize or improve existing systems (which may include purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals); upgrades to security equipment, maintenance facilities and operational equipment. These Modernization grants required a minimum 20 percent local match. These funds were subject to the MTC’s Transit Capital Priorities (TCP) process. This program has been replaced by the FTA 5337 Fixed Guideway program. |
| FTA 5309 - New Starts                           | The 5309 New Starts program funds new and expanded fixed guideway and bus rapid transit systems to improve options in key corridors. New Starts grants are financed by federal transportation funds and administered by the Federal Transit Administration. To be eligible, the project must cost more than \$300 million and must be seeking New Starts funding of \$100 million or more. Eligible recipients include states, local governments and public agencies. Grants are awarded by project and are evaluated by improvements to mobility, environmental benefit, cost-effectiveness, and economic development.                                                                                                                                                                                                                                                                                                                                                               |
| FTA 5309 - Small Starts                         | The 5309 Small Starts program funds new or expanded fixed guideway and bus rapid transit systems to improve transportation choices in key corridors. Small Starts grants are financed by federal transportation funds and administered by the Federal Transit Administration. Eligible projects must cost less than \$300 million and Small Starts funding requested must be less than \$100 million. Eligible recipients include state and local governments and public agencies. Grants are awarded by project and are evaluated by improvements to mobility, environmental benefit, cost-effectiveness, and economic development.                                                                                                                                                                                                                                                                                                                                                  |
| FTA 5310 – Enhanced Mobility                    | The 5310 program for the Enhanced Mobility of Seniors and Individuals with Disabilities improves mobility by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation service plans, designs, and construction to meet the special transportation needs of seniors and individuals with disabilities in large urbanized (more than 200,000), small urbanized (50,000 - 200,000), and rural (fewer than 50,000) areas. Eligible projects include both traditional capital investment and non-traditional investment which go beyond the Americans with Disabilities Act complementary paratransit services.                                                                                                                                                                                                                                                                                                     |
| FTA 5337 - Fixed Guideway                       | The 5337 State of Good Repair Grant program funds are used to rehabilitate, replace, and maintain “high intensity” fixed guideway transit systems. Funding is limited to fixed guideway systems (including rail, bus rapid transit and passenger ferries) and high intensity bus systems. Eligible projects include replacing or rehabilitating rail infrastructure; passenger facilities; signals and communications upgrades; maintenance and operating support. The program is financed by federal transportation funds and administered by the Federal Transit Administration. Eligible recipients include operators of transit systems that meet the “high intensity” threshold. Grants typically require a local match of 10 to 20 percent. Distribution of these funds is through the MTC’s Transit Capital Priorities process.                                                                                                                                                |

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| FTA 5339 - Bus & Bus Facilities Program        | The Bus and Bus Facilities program funds new and replacement buses in addition to bus-related equipment and facilities. Eligible projects include fleet or service expansions, maintenance and transfer facilities, terminals, passenger shelters, the bus-portion of intermodal facilities, computers, garage equipment and bus rebuilds. Grants are awarded by the Federal Transit Administration to states and local governments, as well as to sub-recipients such as public agencies, private companies and non-profit organizations in public transportation. The program is discretionary, and aimed at supplementing formula funding in both urbanized and rural areas. This program replaced the previous Section 5309 - Bus and Bus Facilities program. |
| Funding Need                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Transit Capital Priorities                     | The Metropolitan Transportation Commission (MTC) is the nine-county Bay Area’s federally-designated Metropolitan Planning Organization, responsible for programming federal transportation funds from numerous sources. Within the area’s urban core, there are not enough federal funds to maintain all transit needs to remain in a state of good repair. To meet the region’s highest priority needs, the MTC bases its decisions on its Transit Capital Priorities. Funds distributed through this regional process include Sections 5307, 5337, 5339 and STP/CMAQ.                                                                                                                                                                                           |
| Low Carbon Fuel Standard                       | The LCFS is designed to decrease the carbon intensity of California's transportation fuel pool and provide an increasing range of low-carbon and renewable alternatives, which reduce petroleum dependency and achieve air quality benefits.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| MTC AB664 Bridge Toll Funds                    | The AB664 Net Bridge Toll Revenue Program provides local funds for Bay Area public transportation capital improvements. The program is part of the Streets and Highway Code 30884, and financed by 16 percent of base toll revenues from the SF-Oakland Bay, San Mateo, and Dumbarton Bridges. Funds are administered by the MTC.                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Bay Area Toll Authority (BATA) Project Savings | BATA is comprised of the members of the Metropolitan Transportation Commission, who have the responsibility to maintain and improve all area toll bridges, with the exception of the Golden Gate Bridge. Recent savings from toll bridge projects have been available for transit capital projects, including the SFMTA’s.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| MTC Climate Initiatives Program                | The Climate Initiatives Program provides grants to Bay Area public agencies, businesses and community organizations. These grants allow implementation of innovative transportation-related greenhouse gas emission reduction strategies. Climate Initiatives grants are financed by federal Congestion Mitigation and Air Quality Improvement Program funds. All projects funded by these grant programs must meet federal fund eligibility and project delivery requirements. Climate Initiatives funds have recently been directed to car sharing and electric vehicle investments. The local match is typically 11.47 percent.                                                                                                                                |
| MTC Community-Based Transportation Plan        | The Community-Based Transportation Planning program, or CBTP, brings local residents, community organizations and transportation agencies together to identify low-income neighborhoods' most important transportation challenges and develop strategies to overcome them. Each county receives a CBTP planning grant based on its share of the region’s low-income population.                                                                                                                                                                                                                                                                                                                                                                                   |

Description of Capital Funds

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| MTC Lifeline Program                                     | The Lifeline Transportation Program (Lifeline) funds projects that expand mobility options for all Bay Area residents. Lifeline grants are administered by the countywide Congestion Management Agencies (CMAs). The SFCTA serves as San Francisco’s CMA. Lifeline has two funding sources - FTA Section 5307 funds and State Transit Assistance. The program goal is to fund transportation projects that are developed by a collaborative, inclusive process to meet mobility and accessibility needs in the Bay Area’s low-income communities. Lifeline projects must address transportation gaps or barriers identified by community-based transportation plans or other local planning efforts in those neighborhoods. |
| Regional Measure 3 - Muni Fleet Expansion and Facilities | Regional Measure 3 (RM3) is a ballot measure approved in July 2018 that raises tolls on Bay Area bridges to fund projects and programs determined to reduce congestion or to make improvements to travel in the toll bridge corridors. The law created a \$4.45 billion expenditure plan that includes \$140 million for MUNI Fleet Expansion and Facilities. These funds are only available to the SFMTA and may be used to replace or expand the MUNI vehicle fleet and associated facilities.                                                                                                                                                                                                                            |
| Regional Measure 3 - Core Capacity Transit Improvements  | The RM 3 expenditure plan includes \$140 million for Core Capacity Transit Improvements to implement recommendations from the Core Capacity Transit Study and maximize person throughput in the Transbay corridor. Although AC Transit projects will receive priority consideration for the use of these funds, the SFMTA may submit its own projects from the Core Capacity Transit Study for consideration as well.                                                                                                                                                                                                                                                                                                       |
| MTC Transit Performance Initiatives (TPI) - Incentive    | The TPI program provides performance-based funding for transit improvements. TPI funds are administered by the MTC and use Surface Transportation Program and Congestion Mitigation and Air Quality Improvement funds. The TPI has two programs, the Incentive program described here and the Investment program. Incentive program funds are distributed by formula and have historically funded SFMTA vehicle rehabilitation.                                                                                                                                                                                                                                                                                             |
| MTC Transit Performance Initiatives (TPI) - Investment   | The TPI-Investment program funds transit performance improvements in major Bay Area corridors. Eligible projects include signal priority changes, transit vehicle rehabilitation, stop consolidation, and roadway modifications along major transit corridors. The Investment program is competitive and has funded Muni Forward capital projects.                                                                                                                                                                                                                                                                                                                                                                          |
| MTC Transportation Development Act (TDA) Article 3       | The TDA Article 3 Pedestrian/Bicycle Project funds pedestrian and bicycle facilities within the Metropolitan Transportation Commission region. Eligible capital projects include pedestrian/bicycle bridges, bike lanes, and roadway or intersection safety improvements. Article 3 is financed by a statewide quarter-cent sales tax; a portion of the tax is returned to individual counties based on the amount collected in them. San Francisco funds are split between the SFMTA and SF Public Works.                                                                                                                                                                                                                  |
| Federal Transit Security Grant Program (TSGP)            | The Transit Security Grant Program provides funds to owners and operators of transit systems. This funding is used to protect critical surface transportation infrastructure and the traveling public from acts of terrorism and to increase transit infrastructure resilience. Eligible projects include operational activities, Top Transit List remediation, operational packages /surge patrols, infrastructure protection, asset protection and capital procurements such as intrusion detection, visual surveillance and passenger recognition software.                                                                                                                                                              |

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| Office of Traffic Safety (OTS) Grant Program              | OTS grants fund projects and programs that help to enforce traffic laws, educate the public about traffic safety, and provide varied, effective means to reduce fatalities, injuries and economic loss from collisions. OTS grants receive federal transportation funds and are competitively awarded by the California Office of Traffic Safety and the California State Transportation Agency. Only local or state public agencies are eligible for awards. OTS grants prioritize projects and programs in ten areas: Alcohol-Impaired Driving, Distracted Driving, Drug-Impaired Driving, Occupant Protection, Pedestrian and Bicycle Safety, Traffic Records, Emergency Medical Services, Roadway Safety, Police Traffic Services and Motorcycle Safety.                                                                                                                                                                                                                                                                                         |
| One Bay Area Grant (OBAG) Program                         | The One Bay Area Grant Program was established to better integrate the Bay Area’s federal transportation program with California climate law (SB 375, 2008) and the Sustainable Communities Strategy. Eligible projects and programs include support for Priority Development Areas and Priority Conservation Areas, promoting the Regional Housing Need Allocation process, and transportation investments such as Transportation for Livable Communities, bicycle and pedestrian improvements, and planning activities. OBAG grants are managed by the Metropolitan Transportation Commission (MTC) and financed by a mix of federal and local funds. Those include the Surface Transportation Program, Congestion Mitigation and Air Quality Improvement and Transportation Alternatives Programs. The MTC distributes OBAG funds to county Congestion Management Agencies by formula based on population, housing growth and prioritization of low-income housing. OBAG is now in its second cycle as OBAG2, with funds programmed through 2022. |
| Proposition AA Vehicle Registration Fee                   | Proposition AA is a ten-dollar San Francisco Vehicle Registration Fee that generates about \$5 million a year for transportation since it was passed in 2010. Funds are distributed by the San Francisco County Transportation Authority (SFCTA) to local projects in three program areas: Street Repair and Reconstruction 50%; Pedestrian Safety 25%; and Transit Reliability and Mobility Improvements 25%. The Prop AA Strategic Plan includes a detailed “5-year prioritized program of projects” (5YPP) for each of the program areas. Prop AA 5YPPs are developed by the SFCTA and partner agencies to provide clear guidance to prioritize and allocate these funds.                                                                                                                                                                                                                                                                                                                                                                         |
| Proposition D Traffic Congestion Mitigation Tax (TNC Tax) | The measure imposes a 1.5% business tax on shared rides and a 3.25% business tax on private rides for fares charged by commercial ride-share and driverless-vehicle companies until November 5, 2045, raising an estimated \$30-35 million annually, to fund improvements in Muni service and bicycle and pedestrian safety. Revenues generated are split between the SFMTA and the San                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| SFCTA Lifeline Program (LTPY)                             | The Lifeline Transportation Program funds projects that: focus on Communities of Concern; improve mobility and accessibility in low-income communities; address gaps or barriers identified through community-based transportation plans or other substantive, collaborative, and inclusive planning efforts involving focused outreach to low-income populations. San Francisco's Lifeline Transportation Program is supported by the Metropolitan Transportation Commission with State Transit Assistance funds. The Transportation Authority administers Lifeline Transportation Program funds.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| SF Proposition K Sales Tax - EP 1                         | Proposition K Expenditure Plan 1’s Bus Rapid Transit (BRT), Transit Preferential Streets (TPS) and Muni/Metro Network funds implement BRT and TPS programs. Eligible uses include dedicated transit lanes in primary corridors, real-time transit information systems, transit-priority signals, and streetscape improvements to create an integrated citywide network of fast, reliable bus and surface light rail. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

Description of Capital Funds

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| SF Proposition K Sales Tax<br>- EP 10 -16 | Proposition K Expenditure Plans 10-16: Transit Enhancements (EP10-16) funds programmatic transit improvements that promote system connectivity and accessibility, close service gaps, improve and expand transit service levels. Eligible uses include ridership studies, preliminary engineering studies, and capital projects to provide new or extended service. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority. |
| SF Proposition K Sales Tax<br>- EP 17M    | Proposition K Expenditure Plan 17M: New and Renovated Vehicles, MTA (EP17M) funds the upgrade, rehabilitation and replacement of transit vehicles, spare parts and onboard equipment of SFMTA’s Muni transit fleet. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                                                                                 |
| SF Proposition K Sales Tax<br>- EP 20M    | Proposition K Expenditure Plan 20M: Facilities, MTA (EP20M) funds the rehabilitation, upgrades, and/or replacement of existing SFMTA facilities for maintenance and operations, rail stations, and facilities for administration. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                                                                   |
| SF Proposition K Sales Tax<br>- EP 20U    | Proposition K Expenditure Plan 20U: Facilities - Undesignated, funds the rehabilitation, upgrades, and/or replacement of existing facilities for maintenance and operations, rail stations, and facilities for administration. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                                                                      |
| SF Proposition K Sales Tax<br>- EP 22M    | Proposition K Expenditure Plan 22: Guideways, MTA (EP22M) funds the rehabilitation, upgrades and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems within the SFMTA. EP22 implements Transit Preferential Streets standards whenever rehabilitation, upgrade or replacement projects are done. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                           |
| SF Proposition K Sales Tax<br>- EP 23     | Proposition K Expenditure Plan 23: Paratransit, MTA (EP23) funds paratransit projects. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                                                                                                                                                                                                              |
| SF Proposition K Sales Tax<br>- EP 27     | Proposition K Expenditure Plans 26-30: New and Upgraded Streets (EP26-30) funds the upgrade and extension of streets and other facilities so they meet current standards, adds Transit Preferential Streets treatments to transit corridors and constructs of major bicycle and pedestrian facilities. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                              |
| SF Proposition K Sales Tax<br>- EP 30     | Proposition K Expenditure Plans 26-30: New and Upgraded Streets (EP26-30) funds the upgrade and extension of streets and other facilities so they meet current standards, adds Transit Preferential Streets treatments to transit corridors and constructs major bicycle and pedestrian facilities. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                 |
| SF Proposition K Sales Tax<br>- EP 31     | Proposition K Expenditure Plan 31: New Signals and Signs (EP31) funds program improvements such as new traffic signs and signals (including pedestrian and bicycle signals), implements transit priority systems on select corridors, and installs new pavement markings. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                           |
| SF Proposition K Sales Tax<br>- EP 32     | Proposition K Expenditure Plan 32: Advanced Tech Info Systems (EP32) funds program improvements installing advanced technology and information systems to better manage roadway operations for transit, traffic, cyclists, and pedestrians. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                                                         |

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| SF Proposition K Sales Tax<br>- EP 33 | Proposition K Expenditure Plan 33: Signals and Signs Maintenance and Renovation (EP33) funds program improvements that involve maintaining and upgrading traffic signs and signals. Eligible uses include installing new mast arms, LED signals, conduits, wiring, pedestrian signals, left-turn signals, transit pre-empt, and bicycle route signs and signals. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                      |
| SF Proposition K Sales Tax<br>- EP 37 | Proposition K Expenditure Plan 37: Pedestrian and Bicycle Facility Maintenance (EP37) funds capital projects and repairs that facilitate walking and bicycling. Eligible uses include sidewalk repair and reconstruction, bike lane repair and reconstruction, pedestrian facility improvements (such as stairways, retaining walls, guardrails), and Muni passenger boarding island improvements. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                    |
| SF Proposition K Sales Tax<br>- EP 38 | Proposition K Expenditure Plan 38: Traffic Calming (EP38) funds program improvements that make neighborhood streets safe and livable for all users: pedestrians, cyclists, transit, and autos. Eligible uses include projects and programs that reduce auto speeds and improve safety conditions for pedestrians and cyclists. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                                                        |
| SF Proposition K Sales Tax<br>- EP 39 | Proposition K Expenditure Plan 39: Bicycle Circulation/Safety (EP39) funds program improvements that enhance the transportation system’s usability and safety for cyclists. Eligible uses include infrastructure improvements, support for bicycle outreach, and educational programs. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                                                                                                                                |
| SF Proposition K Sales Tax<br>- EP 40 | Proposition K Expenditure Plan 40: Pedestrian Circulation/Safety (EP40) funds programmatic improvements that enhance the transportation system’s usability and safety for pedestrians. Eligible uses include renovation or construction of crosswalks, pedestrian islands on major thoroughfares, sidewalk bulb-outs, sidewalk widening, and improved pedestrian circulation around transit stations. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.                                                 |
| SF Proposition K Sales Tax<br>- EP 43 | Proposition K Expenditure Plan 43: Transportation Demand Management/Parking Management (EP43) funds the development and support of Transportation Demand Management (TDM) programs and parking requirements for downtown buildings, special event sites, and schools and universities. Eligible uses include programs and projects that can reduce single-occupant vehicle dependence and encourage alternative modes such as bicycling, and walking. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority. |
| SF Proposition K Sales Tax<br>- EP 44 | Proposition K Expenditure Plan 44: Transportation and Land Use Coordination (EP 44) funds the development of studies and planning efforts to support transit-oriented development and neighborhood transportation planning. Eligible uses include programs and projects that can support transit-oriented development and provide improvements for transit, bicyclists, and pedestrians, including streetscape beautification improvements. Prop K is a half-cent sales tax administered by the San Francisco County Transportation Authority.           |

Description of Capital Funds

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| Transportation Fund for Clean Air (TFCA) | TFCA funds bicycle, pedestrian and public transit projects that promote clean air and reduced motor vehicle emissions in the Bay Area. TFCA is financed by a \$4 vehicle surcharge collected by the Department of Motor Vehicles on registrations in the nine-county Bay Area and are distributed by the Bay Area Air Quality Management District. Forty percent of TFCA funds are divided evenly between the nine Bay area counties, with the remaining 60 percent available on a competitive basis for projects. The San Francisco Country Transportation Authority is responsible for administering competitive TFCA funds within San Francisco County.                                                                                                                                                                                                                            |
| SFMTA Commuter Shuttle Program           | SFMTA Commuter Shuttle Program: In August 2014, the SFMTA began a pilot of the Commuter Shuttle Pilot Program ("Program"). Fees are collected from private employee shuttle buses so that they can pick and drop off their patrons at designated SFMTA Muni stops as well as shuttle-only white zones. The program was approved to continue indefinitely in February 2017. Beyond compensating SFMTA's program operation costs, the Program generates revenues for capital projects with a strong nexus to the Program.                                                                                                                                                                                                                                                                                                                                                               |
| SFMTA Operating Funds                    | Discretionary SFMTA operating funds come from sources like farebox revenues, parking fees, and other operational sources.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| SFMTA Operating Funds - Fund Balance     | SFMTA Operating Fund Revenue - Reserve Funding for Capital Projects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| SFMTA Revenue Bond                       | San Francisco voters authorized the SFMTA to issue revenue bonds in 2007 with their passage of Proposition A, and the first set of bonds for new projects and financing existing debt was issued in 2012. Funds raised by bond sales fund transportation improvement projects, with a focus on Muni service and related facilities, parking garages, as well as pedestrian safety and bicycle infrastructure. Revenue Bond funds must be spent within three years of issuance.                                                                                                                                                                                                                                                                                                                                                                                                        |
| SFMTA Revenue Bond - 2014                | See SFMTA Revenue Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| SFMTA Revenue Bond - 2017                | See SFMTA Revenue Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| SFMTA Revenue Bond - 2019                | See SFMTA Revenue Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| SFMTA Revenue Bond - 2021                | See SFMTA Revenue Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| SFMTA Revenue Bond – Interest            | See SFMTA Revenue Bond.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| SGC- Cap & Trade - AHSC                  | Affordable Housing and Sustainable Communities Program (AHSC) Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds. The AHSC Program is administered by the Strategic Growth Council (SGC); California Department of Housing and Community Development (HCD) implements the transportation, housing, and infrastructure components of the AHSC Program. AHSC provides grants and/or loans to projects that will achieve GHG reductions and benefit Disadvantaged Communities and Low-Income Communities by increasing accessibility of affordable housing, employment centers and Key Destinations via low carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling or walking. |



# Appendix

## Summary by Capital Program

| Capital Program                  | FY 2022-23 Budget | FY 2023-24 Budget | FY 2024-25 Budget | FY 2025-26 Budget | FY 2026-27 Budget | Total         |
|----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|
| Communication & IT               | 955,968           | 3,294,032         | 2,997,315         | 6,576,144         | 268,175           | 14,091,634    |
| Facility                         | 51,370,430        | 67,539,278        | 38,846,970        | 24,274,685        | 24,800,201        | 202,149,596   |
| Fleet                            | 171,815,283       | 143,869,135       | 192,258,792       | 413,232,144       | 226,234,682       | 1,147,410,036 |
| Parking                          | 0                 | 0                 | 0                 | 0                 | 0                 | 0             |
| Security                         | 1,939,052         | 1,939,052         | 1,939,052         | 1,939,052         | 1,939,052         | 9,695,260     |
| Signals                          | 16,478,945        | 13,217,791        | 20,049,333        | 14,681,075        | 8,734,802         | 73,161,946    |
| Streets                          | 53,293,356        | 37,340,704        | 52,124,106        | 33,168,063        | 64,702,131        | 240,628,360   |
| Taxi                             | 653,490           | 351,822           | 733,110           | 9,745             | 529,553           | 2,277,720     |
| Transit Fixed Guideway           | 80,953,703        | 81,812,620        | 148,373,082       | 162,083,082       | 120,048,060       | 593,270,547   |
| Transit Optimization & Expansion | 46,101,984        | 38,815,265        | 86,028,980        | 88,790,194        | 71,745,784        | 331,482,207   |
| Grand Total                      | 423,562,211       | 388,179,699       | 543,350,740       | 744,754,184       | 519,002,440       | 2,614,167,306 |

## Total CIP Funding Sources

The following is a summary of all funding sources in the FY 2023-2027 CIP.

| Cost Account      | Fund Name                    | FY 2023 | FY 2024   | FY 2025 | FY 2026 | FY 2027 | Total     |
|-------------------|------------------------------|---------|-----------|---------|---------|---------|-----------|
| 5307NoSubTypeFY21 | FTA 5307 - Formula Funds     |         | 2,347,043 |         |         |         | 2,347,043 |
| 5310NoSubTypeFY23 | FTA 5310 - Enhanced Mobility | 528,490 |           |         |         |         | 528,490   |
| 5310NoSubTypeFY25 | FTA 5310 - Enhanced Mobility |         |           | 528,490 |         |         | 528,490   |
| 5310NoSubTypeFY27 | FTA 5310 - Enhanced Mobility |         |           |         |         | 528,490 | 528,490   |
| 5337FGFY18        | FTA 5337 - Fixed Guideway    | 677,611 | 509,962   |         |         |         | 1,187,573 |

| Cost Account                    | Fund Name                                      | FY 2023   | FY 2024   | FY 2025    | FY 2026   | FY 2027    | Total      |
|---------------------------------|------------------------------------------------|-----------|-----------|------------|-----------|------------|------------|
| 5337FGFY19                      | FTA 5337 - Fixed Guideway                      | 4,481,145 | 5,946,546 |            |           |            | 10,427,691 |
| 5337FGFY20                      | FTA 5337 - Fixed Guideway                      |           | 1,396,935 | 313,625    |           |            | 1,710,560  |
| 5337FGFY21                      | FTA 5337 - Fixed Guideway                      | 4,724,780 | 8,705,719 | 25,506,429 |           |            | 38,936,928 |
| 5339NoSubTypeFY22               | FTA-5339 Bus and Bus Facilities                | 1,205,805 |           |            |           |            | 1,205,805  |
| 5339NoSubTypeFY23               | FTA-5339 Bus and Bus Facilities                | 1,551,445 |           | 5,348,555  |           |            | 6,900,000  |
| 5339NoSubTypeFY24               | FTA-5339 Bus and Bus Facilities                |           | 6,900,000 |            |           |            | 6,900,000  |
| 5339NoSubTypeFY25               | FTA-5339 Bus and Bus Facilities                |           |           | 6,900,000  |           |            | 6,900,000  |
| 5339NoSubTypeFY26               | FTA-5339 Bus and Bus Facilities                |           |           |            | 6,900,000 |            | 6,900,000  |
| 5339NoSubTypeFY27               | FTA-5339 Bus and Bus Facilities                |           |           |            |           | 6,900,000  | 6,900,000  |
| 5M                              | Developer Fee Revenue - 5M                     | 2,000,000 |           |            |           |            | 2,000,000  |
| AB664NoSubTypeFY21              | MTC AB664 Bridge Toll Funds                    | 7,174,775 | 850,566   |            |           |            | 8,025,341  |
| ATP                             | Caltrans Active Transportation                 |           |           |            |           |            |            |
| Program (ATP)                   |                                                | 4,440,000 | 5,696,200 | 5,696,200  |           | 15,832,400 |            |
| BATAProjectSavingsNoSubTypeFY21 | Bay Area Toll Authority (BATA) Project Savings | 1,550,910 |           |            |           |            | 1,550,910  |
| Cap&TradeAHSCFY18               | Caltrans Cap & Trade                           | 1,865,000 |           |            |           |            | 1,865,000  |
| Cap&TradeAHSCFY21               | Caltrans Cap & Trade                           | 582,903   |           |            |           |            | 582,903    |
| Cap&TradeAHSCFY22               | Caltrans Cap & Trade                           | 4,000,000 |           |            |           |            | 4,000,000  |
| Cap&TradeAHSCFY23               | Caltrans Cap & Trade                           | 6,583,160 |           |            |           |            | 6,583,160  |
| Cap&TradeAHSCFY24               | Caltrans Cap & Trade                           |           | 3,223,760 | 5,776,240  |           |            | 9,000,000  |
| Cap&TradeAHSCFY25               | Caltrans Cap & Trade                           |           |           | 8,352,360  |           |            | 8,352,360  |
| Cap&TradeAHSCFY26               | Caltrans Cap & Trade                           |           |           |            | 6,583,160 |            | 6,583,160  |
| Cap&TradeAHSCFY27               | Caltrans Cap & Trade                           |           |           |            |           | 6,583,160  | 6,583,160  |

### Total CIP Funding Sources

| Cost Account              | Fund Name                                                                  | FY 2023   | FY 2024   | FY 2025    | FY 2026    | FY 2027    | Total      |
|---------------------------|----------------------------------------------------------------------------|-----------|-----------|------------|------------|------------|------------|
| Cap&TradeLCTOPTPI         | Caltrans Cap & Trade                                                       | 543,912   | 543,912   | 5,450,888  | 817,339    | 817,339    | 8,173,390  |
| Cap&TradeTIRCPCycleFY24   | Cap & Trade Transit and Intercity Rail Capital Program                     |           | 5,905,000 |            |            |            | 5,905,000  |
| Cap&TradeTIRCPCycleFY25   | Cap & Trade Transit and Intercity Rail Capital Program                     |           |           | 45,699,375 |            |            | 45,699,375 |
| Cap&TradeTIRCPCycleFY26   | Cap & Trade Transit and Intercity Rail Capital Program                     |           |           |            | 14,105,479 |            | 14,105,479 |
| Cap&TradeTIRCPCycleFY27   | Cap & Trade Transit and Intercity Rail Capital Program                     |           |           |            |            | 94,322,067 | 94,322,067 |
| CapitalContingencyReserve | Capital Contingency Reserve                                                | 4,201,487 | 5,254,021 | 2,545,601  |            |            | 12,001,109 |
| CARBSTEPFY23              | California Air Resources Board - Sustainable Transportation Equity Project | 1,451,396 | 3,191,396 | 2,961,396  | 2,964,912  |            | 10,569,100 |
| CCSF-LCFS-FY23            | Low Carbon Fuel Standard                                                   | 950,230   |           |            |            |            | 950,230    |
| CCSF-LCFS-FY24            | Low Carbon Fuel Standard                                                   |           | 680,000   |            |            |            | 680,000    |
| CCSF-LCFS-FY25            | Low Carbon Fuel Standard                                                   |           |           | 449,770    |            |            | 449,770    |
| CCSF-LCFS-FY26            | Low Carbon Fuel Standard                                                   |           |           |            | 750,000    |            | 750,000    |
| CCSF-LCFS-FY27            | Low Carbon Fuel Standard                                                   |           |           |            |            | 750,000    | 750,000    |
| CCSFTNCFY23               | Transportation Network Company Tax                                         | 8,312,833 |           |            | 2,518,815  |            | 10,831,648 |
| CCSFTNCFY24               | Transportation Network Company Tax                                         |           | 6,490,824 | 1,200,000  | 3,140,824  |            | 10,831,648 |
| CCSFTNCFY25               | Transportation Network Company Tax                                         |           |           | 10,831,648 |            |            | 10,831,648 |
| CCSFTNCFY26               | Transportation Network Company Tax                                         |           |           |            | 10,831,648 |            | 10,831,648 |

Total CIP Funding Sources

| Cost Account                        | Fund Name                                | FY 2023    | FY 2024    | FY 2025    | FY 2026    | FY 2027    | Total      |
|-------------------------------------|------------------------------------------|------------|------------|------------|------------|------------|------------|
| CCSFTNCFY27                         | Transportation Network Company Tax       |            |            |            |            | 10,831,648 | 10,831,648 |
| CommuterShuttleRevenueNoSubTypeFY23 | SFMTA Commuter Shuttle Revenue           | 400,000    |            |            |            |            | 400,000    |
| CommuterShuttleRevenueNoSubTypeFY24 | SFMTA Commuter Shuttle Revenue           |            | 400,000    |            |            |            | 400,000    |
| CommuterShuttleRevenueNoSubTypeFY25 | SFMTA Commuter Shuttle Revenue           |            |            | 400,000    |            |            | 400,000    |
| CommuterShuttleRevenueNoSubTypeFY26 | SFMTA Commuter Shuttle Revenue           |            |            |            | 400,000    |            | 400,000    |
| CommuterShuttleRevenueNoSubTypeFY27 | SFMTA Commuter Shuttle Revenue           |            |            |            |            | 400,000    | 400,000    |
| GeneralFundPopBaseStreetsFY19       | Population Baseline Streets General Fund | 413,879    |            |            |            |            | 413,879    |
| GeneralFundPopBaseStreetsFY20       | Population Baseline Streets General Fund | 5,143,232  |            |            |            |            | 5,143,232  |
| GeneralFundPopBaseStreetsFY21       | Population Baseline Streets General Fund | 1,330,000  |            |            |            |            | 1,330,000  |
| GeneralFundPopBaseStreetsFY22       | Population Baseline Streets General Fund | 3,569,637  | 106,090    | 109,273    |            |            | 3,785,000  |
| GeneralFundPopBaseStreetsFY23       | Population Baseline Streets General Fund | 13,377,996 | 853,004    |            |            |            | 14,231,000 |
| GeneralFundPopBaseStreetsFY24       | Population Baseline Streets General Fund |            | 22,540,889 | 2,348,126  | 328,713    |            | 25,217,728 |
| GeneralFundPopBaseStreetsFY25       | Population Baseline Streets General Fund |            |            | 25,746,177 | 300,448    |            | 26,046,625 |
| GeneralFundPopBaseStreetsFY26       | Population Baseline Streets General Fund |            |            |            | 25,510,188 | 1,954,312  | 27,464,500 |
| GeneralFundPopBaseStreetsFY27       | Population Baseline Streets General Fund |            |            |            |            | 27,464,500 | 27,464,500 |
| GeneralFundPopBaseTransitFY22       | Population Baseline Transit General Fund | 570,715    | 200,000    |            |            |            | 770,715    |
| GeneralFundPopBaseTransitFY23       | Population Baseline Transit General Fund | 15,013,776 | 577,439    |            | 300,000    |            | 15,891,215 |
| GeneralFundPopBaseTransitFY24       | Population Baseline Transit General Fund |            | 35,333,913 | 3,236,105  | 33,232     |            | 38,603,250 |

Total CIP Funding Sources

| Cost Account                  | Fund Name                                                                            | FY 2023   | FY 2024 | FY 2025    | FY 2026    | FY 2027    | Total      |
|-------------------------------|--------------------------------------------------------------------------------------|-----------|---------|------------|------------|------------|------------|
| GeneralFundPopBaseTransitFY25 | Population Baseline Transit General Fund                                             |           |         | 45,073,117 | 4,291,758  | 275,000    | 49,639,875 |
| GeneralFundPopBaseTransitFY26 | Population Baseline Transit General Fund                                             |           |         |            | 53,893,509 |            | 53,893,509 |
| GeneralFundPopBaseTransitFY27 | Population Baseline Transit General Fund                                             |           |         |            |            | 53,893,500 | 53,893,500 |
| HSIPFY23                      | Caltrans Highway Safety Improvement Program (HSIP)                                   | 1,623,978 |         |            |            |            | 1,623,978  |
| HSIPFY25                      | Caltrans Highway Safety Improvement Program (HSIP)                                   |           |         | 1,623,978  |            |            | 1,623,978  |
| HSIPFY27                      | Caltrans Highway Safety Improvement Program (HSIP)                                   |           |         |            |            | 1,623,978  | 1,623,978  |
| IPICCFDFY27                   | Interagency Planning Implementation Committee (IPIC) - Community Facilities District |           |         |            |            | 2,000,000  | 2,000,000  |
| IPICENFY27                    | Interagency Planning Implementation Committee (IPIC) - Eastern Neighborhoods         |           |         |            |            | 2,382,000  | 2,382,000  |
| IPICHUBFY23                   | Interagency Planning Implementation Committee (IPIC) - Market Street Hub             | 339,200   |         |            |            |            | 339,200    |
| IPICHUBFY24                   | Interagency Planning Implementation Committee (IPIC) - Market Street Hub             |           | 135,524 |            |            |            | 135,524    |
| IPICHUBFY25                   | Interagency Planning Implementation Committee (IPIC) - Market Street Hub             |           |         | 628,448    |            |            | 628,448    |

| Cost Account | Fund Name                                                                | FY 2023 | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|--------------|--------------------------------------------------------------------------|---------|-----------|-----------|-----------|-----------|-----------|
| IPICHUBFY26  | Interagency Planning Implementation Committee (IPIC) - Market Street Hub |         |           |           | 442,000   |           | 442,000   |
| IPICHUBFY27  | Interagency Planning Implementation Committee (IPIC) - Market Street Hub |         |           |           |           | 6,180,688 | 6,180,688 |
| IPICMOFY21   | Interagency Planning Implementation Committee (IPIC) - Market Octavia    | 395,000 |           |           |           |           | 395,000   |
| IPICMOFY25   | Interagency Planning Implementation Committee (IPIC) - Market Octavia    |         |           | 730,000   |           |           | 730,000   |
| IPICMOFY27   | Interagency Planning Implementation Committee (IPIC) - Market Octavia    |         |           |           |           | 7,187,000 | 7,187,000 |
| IPICSOMAFY23 | Interagency Planning Implementation Committee (IPIC) - South of Market   | 550,000 | 1,732,980 | 432,770   |           |           | 2,715,750 |
| IPICSOMAFY24 | Interagency Planning Implementation Committee (IPIC) - South of Market   |         | 794,000   |           |           |           | 794,000   |
| IPICSOMAFY25 | Interagency Planning Implementation Committee (IPIC) - South of Market   |         |           | 3,977,894 |           |           | 3,977,894 |
| IPICSOMAFY26 | Interagency Planning Implementation Committee (IPIC) - South of Market   |         |           |           | 1,671,432 |           | 1,671,432 |

| Cost Account               | Fund Name                                                              | FY 2023    | FY 2024    | FY 2025   | FY 2026    | FY 2027    | Total      |
|----------------------------|------------------------------------------------------------------------|------------|------------|-----------|------------|------------|------------|
| IPICSOMAFY27               | Interagency Planning Implementation Committee (IPIC) - South of Market |            |            |           |            | 42,052,304 | 42,052,304 |
| IPICVVFY27                 |                                                                        |            |            |           |            | 300,000    | 300,000    |
| LPPFormulaFunds            |                                                                        | 2,550,000  | 1,656,690  |           | 2,643,310  |            | 6,850,000  |
| MissionRockNoSubTypeFY23   | Developer Fee Revenue - Mission Rock                                   | 3,627,618  |            | 615,158   |            |            | 4,242,776  |
| MissionRockNoSubTypeFY24   | Developer Fee Revenue - Mission Rock                                   |            | 11,289,247 |           |            |            | 11,289,247 |
| MissionRockNoSubTypeFY25   | Developer Fee Revenue - Mission Rock                                   |            |            | 4,169,803 |            |            | 4,169,803  |
| MissionRockNoSubTypeFY26   | Developer Fee Revenue - Mission Rock                                   |            |            |           | 477,849    | 1,817,933  | 2,295,782  |
| OperatingFacilityFY20      | SFMTA Operating Funds                                                  |            |            |           |            |            |            |
| Facility Program           | 4,500,000                                                              | 2,500,000  |            |           |            | 7,000,000  |            |
| OperatingFacilityFY23      | SFMTA Operating Funds                                                  |            |            |           |            |            |            |
| Facility Program           | 21,035,741                                                             | 18,746,227 |            |           |            | 35,100,000 |            |
| OperatingFundBalance       | SFMTA Fund Balance                                                     | 82,000     |            |           |            |            | 82,000     |
| OperatingFundBalanceAnnual | SFMTA Fund Balance                                                     | 300,000    |            |           |            |            | 300,000    |
| OperatingNoSubTypeFY23     | SFMTA Fund Balance                                                     | 425,000    |            |           |            |            | 425,000    |
| OperatingNoSubTypeFY24     | SFMTA Fund Balance                                                     |            | 500,000    |           |            |            | 500,000    |
| OTSTNoSubTypeFY23          | Office of Traffic Safety (OTS) Grant Program                           | 91,288     |            |           |            |            | 91,288     |
| OTSTNoSubTypeFY24          | Office of Traffic Safety (OTS) Grant Program                           |            | 91,288     |           |            |            | 91,288     |
| OTSTNoSubTypeFY25          | Office of Traffic Safety (OTS) Grant Program                           |            |            | 91,288    |            |            | 91,288     |
| OTSTNoSubTypeFY26          | Office of Traffic Safety (OTS) Grant Program                           |            |            |           | 91,288     |            | 91,288     |
| OTSTNoSubTypeFY27          | Office of Traffic Safety (OTS) Grant Program                           |            |            |           |            | 91,288     | 91,288     |
| ParkMercedFY23             | Developer Fee Revenue - Park Merced                                    |            |            | 6,950,650 | 32,049,350 |            | 39,000,000 |

| Cost Account              | Fund Name                                                         | FY 2023   | FY 2024   | FY 2025   | FY 2026    | FY 2027 | Total      |
|---------------------------|-------------------------------------------------------------------|-----------|-----------|-----------|------------|---------|------------|
| ParkMercedFY24            | Developer Fee Revenue - Park Merced                               |           |           |           | 40,436,000 |         | 40,436,000 |
| Pier70NoSubTypeFY23       | Developer Fee Revenue - Pier 70                                   | 3,412,155 |           | 168,501   |            |         | 3,580,656  |
| Pier70NoSubTypeFY24       | Developer Fee Revenue - Pier 70                                   |           | 1,309,604 | 64,672    |            |         | 1,374,276  |
| Pier70NoSubTypeFY25       | Developer Fee Revenue - Pier 70                                   |           |           | 7,584,266 |            |         | 7,584,266  |
| Pier70NoSubTypeFY26       | Developer Fee Revenue - Pier 70                                   |           |           | 356,906   | 7,227,360  |         | 7,584,266  |
| PlanningNoSubTypeFY23     | Caltrans Sustainable Transportation Planning (CSTP) Grant Program | 392,335   |           |           |            |         | 392,335    |
| PlanningNoSubTypeFY24     | Caltrans Sustainable Transportation Planning (CSTP) Grant Program |           | 392,335   |           |            |         | 392,335    |
| PlanningNoSubTypeFY25     | Caltrans Sustainable Transportation Planning (CSTP) Grant Program |           |           | 392,335   |            |         | 392,335    |
| PlanningNoSubTypeFY26     | Caltrans Sustainable Transportation Planning (CSTP) Grant Program |           |           |           | 392,335    |         | 392,335    |
| PlanningNoSubTypeFY27     | Caltrans Sustainable Transportation Planning (CSTP) Grant Program |           |           |           |            | 392,335 | 392,335    |
| PotreroPowerNoSubTypeFY23 | Potrero Power Station                                             | 5,218,800 |           |           |            |         | 5,218,800  |
| PotreroPowerNoSubTypeFY24 | Potrero Power Station                                             |           | 5,218,800 |           |            |         | 5,218,800  |
| PropAANoSubTypeFY22       | Proposition AA Vehicle Registration Fee                           | 977,991   |           |           |            |         | 977,991    |
| PropAANoSubTypeFY23       | Proposition AA Vehicle Registration Fee                           | 2,000,000 |           |           |            |         | 2,000,000  |
| PropAANoSubTypeFY24       | Proposition AA Vehicle Registration Fee                           |           | 2,000,000 |           |            |         | 2,000,000  |
| PropAANoSubTypeFY25       | Proposition AA Vehicle Registration Fee                           |           |           | 1,000,000 |            |         | 1,000,000  |

| Cost Account               | Fund Name                                                                 | FY 2023    | FY 2024    | FY 2025    | FY 2026    | FY 2027   | Total      |
|----------------------------|---------------------------------------------------------------------------|------------|------------|------------|------------|-----------|------------|
| PropAANoSubTypeFY26        | Proposition AA Vehicle Registration Fee                                   |            |            |            | 1,000,000  |           | 1,000,000  |
| PropAANoSubTypeFY27        | Proposition AA Vehicle Registration Fee                                   |            |            |            |            | 1,000,000 | 1,000,000  |
| RAISEFY23                  | USDOT - Rebuilding American Infrastructure with Sustainability and Equity | 5,264,000  |            | 5,834,850  |            |           | 11,098,850 |
| RevBondNoSubTypeSeries2021 | SFMTA Revenue Bond                                                        | 9,267,505  | 24,699,114 | 1,000,000  |            |           | 34,966,619 |
| RM3CoreCapacityFY23        | Regional Measure 3 - Core Capacity Transit Improvements                   | 461,157    |            | 2,178,843  |            |           | 2,640,000  |
| RM3FleetFacilityFY23       | Regional Measure 3 - Muni Fleet Expansion and Facilities                  | 10,000,000 |            |            |            |           | 10,000,000 |
| RM3FleetFacilityFY24       | Regional Measure 3 - Muni Fleet Expansion and Facilities                  |            | 34,739,379 | 14,824,538 | 436,083    |           | 50,000,000 |
| RM3FleetFacilityFY25       | Regional Measure 3 - Muni Fleet Expansion and Facilities                  |            |            | 49,357,332 | 317,207    | 325,461   | 50,000,000 |
| RM3FleetFacilityFY26       | Regional Measure 3 - Muni Fleet Expansion and Facilities                  |            |            |            | 29,000,000 | 1,000,000 | 30,000,000 |
| SalesTax(PropK)EP1         | SF Proposition K Sales Tax*                                               | 15,738,593 |            |            |            |           | 15,738,593 |
| SalesTax(PropK)EP10        | SF Proposition K Sales Tax*                                               |            | 728,295    |            | 5,891,422  |           | 6,619,717  |
| SalesTax(PropK)EP11        | SF Proposition K Sales Tax*                                               | 1,550,000  | 1,008,866  |            |            |           | 2,558,866  |
| SalesTax(PropK)EP12        | SF Proposition K Sales Tax*                                               |            |            | 45,789     | 47,679     | 49,529    | 142,997    |
| SalesTax(PropK)EP13        | SF Proposition K Sales Tax*                                               | 498,000    | 1,208,408  |            |            |           | 1,706,408  |
| SalesTax(PropK)EP17M       | SF Proposition K Sales Tax*                                               | 8,214,867  | 2,173,815  |            | 1,171,324  | 1,886,215 | 13,446,221 |

Total CIP Funding Sources

| Cost Account         | Fund Name                           | FY 2023    | FY 2024    | FY 2025   | FY 2026   | FY 2027    | Total      |
|----------------------|-------------------------------------|------------|------------|-----------|-----------|------------|------------|
| SalesTax(PropK)EP2   | SF Proposition K Sales Tax*         |            | 3,590,810  |           |           |            | 3,590,810  |
| SalesTax(PropK)EP20M | SF Proposition K Sales Tax*         | 2,800,000  |            | 1,185,477 |           |            | 3,985,477  |
| SalesTax(PropK)EP20U | SF Proposition K Sales Tax*         |            |            | 543,247   | 386,213   | 400,154    | 1,329,614  |
| SalesTax(PropK)EP22M | SF Proposition K Sales Tax*         | 37,228,782 | 17,828,412 | 4,548,536 | 7,167,844 | 10,510,213 | 77,283,787 |
| SalesTax(PropK)EP22U | SF Proposition K Sales Tax*         | 3,681,023  |            |           |           |            | 3,681,023  |
| SalesTax(PropK)EP23  | SF Proposition K Sales Tax*         | 125,000    | 125,000    |           |           |            | 250,000    |
| SalesTax(PropK)EP27  | SF Proposition K Sales Tax*         | 605,151    | 2,000,000  | 1,500,000 |           |            | 4,105,151  |
| SalesTax(PropK)EP31  | SF Proposition K Sales Tax*         | 3,600,000  | 300,000    | 1,350,000 | 915,719   | 835,000    | 7,000,719  |
| SalesTax(PropK)EP32  | SF Proposition K Sales Tax*         | 715,736    | 742,061    | 800,000   | 809,479   | 1,000,000  | 4,067,276  |
| SalesTax(PropK)EP33  | SF Proposition K Sales Tax*         | 2,884,667  | 4,760,243  | 4,364,072 | 2,217,974 | 860,000    | 15,086,956 |
| SalesTax(PropK)EP37  | SF Proposition K Sales Tax*         | 200,000    | 150,000    | 1,632,234 | 300,000   | 300,000    | 2,582,234  |
| SalesTax(PropK)EP38  | SF Proposition K Sales Tax*         | 5,515,300  | 2,745,561  | 2,579,018 |           |            | 10,839,879 |
| SalesTax(PropK)EP39  | SF Proposition K Sales Tax*         | 1,201,011  | 3,097,301  | 3,233,418 | 46,999    | 48,409     | 7,627,138  |
| SalesTax(PropK)EP40  | SF Proposition K Sales Tax*         | 1,218,963  | 900,445    | 524,000   |           |            | 2,643,408  |
| SalesTax(PropK)EP43  | SF Proposition K Sales Tax*         | 350,000    | 621,000    | 65,000    | 200,000   |            | 1,236,000  |
| SalesTax(PropK)EP44  | SF Proposition K Sales Tax*         |            | 1,656,191  |           |           |            | 1,656,191  |
| SB1SGRFY21           | Caltrans State of Good Repair (SGR) | 1,850,000  | 650,000    |           |           |            | 2,500,000  |
| SB1SGRFY22           | Caltrans State of Good Repair (SGR) | 7,419,443  | 914,043    |           |           |            | 8,333,486  |

Total CIP Funding Sources

| Cost Account             | Fund Name                                          | FY 2023     | FY 2024    | FY 2025     | FY 2026     | FY 2027     | Total       |
|--------------------------|----------------------------------------------------|-------------|------------|-------------|-------------|-------------|-------------|
| SB1SGRFY23               | Caltrans State of Good Repair (SGR)                | 5,217,146   | 4,282,046  |             |             |             | 9,499,192   |
| SB1SGRFY24               | Caltrans State of Good Repair (SGR)                |             | 9,125,058  | 374,134     |             |             | 9,499,192   |
| SB1SGRFY25               | Caltrans State of Good Repair (SGR)                |             |            | 9,099,596   | 399,596     |             | 9,499,192   |
| SB1SGRFY26               | Caltrans State of Good Repair (SGR)                |             |            |             | 9,499,192   |             | 9,499,192   |
| SB1SGRFY27               | Caltrans State of Good Repair (SGR)                |             |            |             |             | 9,499,192   | 9,499,192   |
| SchlageLockNoSubTypeFY23 | Visitacion Valley/Schlage Lock                     | 1,056,720   |            |             |             |             | 1,056,720   |
| SchlageLockNoSubTypeFY24 | Visitacion Valley/Schlage Lock                     |             | 960,010    | 96,710      |             |             | 1,056,720   |
| SHOPPNoSubType           | State Highway Operation and Protection Program     | 2,115,000   |            |             |             |             | 2,115,000   |
| STIPNoSubTypeFY23        | State Transportation Improvement Program           |             |            | 13,752,000  |             |             | 13,752,000  |
| STIPNoSubTypeFY25        | State Transportation Improvement Program           |             |            |             | 7,952,000   |             | 7,952,000   |
| STIPNoSubTypeFY26        | State Transportation Improvement Program           |             |            |             | 10,642,000  |             | 10,642,000  |
| TCP_IIJA                 | Transit Capital Priorities                         | 3,648,813   | 3,073,459  | 9,817,320   | 12,558,176  | 7,254,930   | 36,352,698  |
| TCPNoSubTypeFY22         | Transit Capital Priorities                         | 138,276,841 | 6,206,180  | 36,104,400  |             |             | 180,587,421 |
| TCPNoSubTypeFY23         | Transit Capital Priorities                         |             | 92,725,879 | 12,302,500  | 30,802,003  |             | 135,830,382 |
| TCPNoSubTypeFY24         | Transit Capital Priorities                         |             |            | 123,683,273 | 31,294,400  |             | 154,977,673 |
| TCPNoSubTypeFY25         | Transit Capital Priorities                         |             |            | 720,000     | 344,125,647 | 134,547     | 344,980,194 |
| TCPNoSubTypeFY26         | Transit Capital Priorities                         |             |            |             | 14,957,547  | 205,832,717 | 220,790,264 |
| TDAArticle3FY23          | MTC Transportation Development Act (TDA) Article 3 | 465,964     |            |             |             |             | 465,964     |
| TDAArticle3FY24          | MTC Transportation Development Act (TDA) Article 3 |             | 465,964    |             |             |             | 465,964     |

Total CIP Funding Sources

| Cost Account     | Fund Name                                                  | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|------------------|------------------------------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| TDAArticle3FY25  | MTC Transportation Development Act (TDA) Article 3         |           |           | 465,964   |           |           | 465,964   |
| TDAArticle3FY26  | MTC Transportation Development Act (TDA) Article 3         |           |           |           | 460,086   |           | 460,086   |
| TDAArticle3FY27  | MTC Transportation Development Act (TDA) Article 3         |           |           |           |           | 460,086   | 460,086   |
| TFCAPMFY23       | Transportation Fund for Clean Air (TFCA)                   | 449,393   |           |           |           |           | 449,393   |
| TFCAPMFY24       | Transportation Fund for Clean Air (TFCA)                   |           | 449,393   |           |           |           | 449,393   |
| TFCAPMFY25       | Transportation Fund for Clean Air (TFCA)                   |           |           | 449,393   |           |           | 449,393   |
| TFCAPMFY26       | Transportation Fund for Clean Air (TFCA)                   |           |           |           | 449,393   |           | 449,393   |
| TFCAPMFY27       | Transportation Fund for Clean Air (TFCA)                   |           |           |           |           | 449,393   | 449,393   |
| TSFExpansionFY22 | Transportation Sustainability Fee (TSF) Expansion Projects | 387,861   |           |           |           |           | 387,861   |
| TSFExpansionFY23 | Transportation Sustainability Fee (TSF) Expansion Projects | 4,480,000 |           |           |           |           | 4,480,000 |
| TSFExpansionFY24 | Transportation Sustainability Fee (TSF) Expansion Projects |           | 4,480,000 |           |           |           | 4,480,000 |
| TSFExpansionFY25 | Transportation Sustainability Fee (TSF) Expansion Projects |           |           | 4,480,000 |           |           | 4,480,000 |
| TSFExpansionFY26 | Transportation Sustainability Fee (TSF) Expansion Projects |           |           |           | 4,480,000 |           | 4,480,000 |
| TSFExpansionFY27 | Transportation Sustainability Fee (TSF) Expansion Projects |           |           |           |           | 4,480,000 | 4,480,000 |

Total CIP Funding Sources

| Cost Account                     | Fund Name                                                      | FY 2023   | FY 2024   | FY 2025 | FY 2026 | FY 2027 | Total     |
|----------------------------------|----------------------------------------------------------------|-----------|-----------|---------|---------|---------|-----------|
| TSFMaintenanceFundsFY23          | Transportation Sustainability Fee (TSF) Maintenance            | 550,000   | 270,000   |         |         |         | 820,000   |
| TSFMaintenanceFundsFY24          | Transportation Sustainability Fee (TSF) Maintenance            |           | 820,000   |         |         |         | 820,000   |
| TSFMaintenanceFundsFY25          | Transportation Sustainability Fee (TSF) Maintenance            |           |           | 820,000 |         |         | 820,000   |
| TSFMaintenanceFundsFY26          | Transportation Sustainability Fee (TSF) Maintenance            |           |           |         | 820,000 |         | 820,000   |
| TSFMaintenanceFundsFY27          | Transportation Sustainability Fee (TSF) Maintenance            |           |           |         |         | 820,000 | 820,000   |
| TSFStreetsFY23                   | Transportation Sustainability Fee (TSF) Streets                | 420,000   |           |         |         |         | 420,000   |
| TSFStreetsFY24                   | Transportation Sustainability Fee (TSF) Streets                |           | 420,000   |         |         |         | 420,000   |
| TSFStreetsFY25                   | Transportation Sustainability Fee (TSF) Streets                |           |           | 420,000 |         |         | 420,000   |
| TSFStreetsFY26                   | Transportation Sustainability Fee (TSF) Streets                |           |           |         | 420,000 |         | 420,000   |
| TSFStreetsFY27                   | Transportation Sustainability Fee (TSF) Streets                |           |           |         |         | 420,000 | 420,000   |
| TSGPNoSubTypeFY23                | Department of Homeland Security Transit Security Grant Program | 1,939,052 |           |         |         |         | 1,939,052 |
| <sup>106</sup> TSGPNoSubTypeFY24 | Department of Homeland Security Transit Security Grant Program |           | 1,939,052 |         |         |         | 1,939,052 |
| Total CIP Funding Sources        |                                                                |           |           |         |         |         |           |

| Cost Account      | Fund Name                                                      | FY 2023     | FY 2024     | FY 2025     | FY 2026     | FY 2027     | Total         |
|-------------------|----------------------------------------------------------------|-------------|-------------|-------------|-------------|-------------|---------------|
| TSGPNoSubTypeFY25 | Department of Homeland Security Transit Security Grant Program |             |             | 1,939,052   |             |             | 1,939,052     |
| TSGPNoSubTypeFY26 | Department of Homeland Security Transit Security Grant Program |             |             |             | 1,939,052   |             | 1,939,052     |
| TSGPNoSubTypeFY27 | Department of Homeland Security Transit Security Grant Program |             |             |             |             | 1,939,052   | 1,939,052     |
| Grand Total       |                                                                | 423,562,211 | 388,179,699 | 543,350,740 | 744,754,184 | 519,002,440 | 2,614,167,306 |

## Capital Projects by Phase & Funding Source

The following is a summary of capital project expenditures listed by phase and funding source.

### Communications & IT

| Project Name                            | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total   |
|-----------------------------------------|--------|-------|-------------------------------|---------|---------|---------|---------|---------|---------|
| Conduent - CADA VL Workstation Refresh  | NEW    | 1-PLN | GeneralFundPopBaseTransitFY22 | 50,000  |         |         |         |         | 50,000  |
| Conduent - CADA VL Workstation Refresh  | NEW    | 4-CON | GeneralFundPopBaseTransitFY22 | 175,000 |         |         |         |         | 175,000 |
| Conduent - OrbCAD Server Virtualization | NEW    | 4-CON | GeneralFundPopBaseTransitFY22 | 305,968 |         |         |         |         | 305,968 |
| Conduent - OrbCAD Server Virtualization | NEW    | 4-CON | TSFMaintenanceFundsFY24       |         | 344,032 |         |         |         | 344,032 |
| Cybersecurity Modernization             | NEW    | 4-CON | GeneralFundPopBaseTransitFY24 |         | 400,000 |         |         |         | 400,000 |

| Project Name                                           | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total   |
|--------------------------------------------------------|--------|-------|-------------------------------|---------|---------|---------|---------|---------|---------|
| Cybersecurity Modernization                            | NEW    | 4-CON | GeneralFundPopBaseTransitFY25 |         |         | 100,000 |         |         | 100,000 |
| Harris Core Network Infrastructure Upgrade             | NEW    | 1-PLN | GeneralFundPopBaseTransitFY22 |         | 100,000 |         |         |         | 100,000 |
| Harris Core Network Infrastructure Upgrade             | NEW    | 3-DD  | GeneralFundPopBaseTransitFY24 |         | 647,581 |         |         |         | 647,581 |
| Harris Core Network Infrastructure Upgrade             | NEW    | 3-DD  | TSFMaintenanceFundsFY24       |         | 302,419 |         |         |         | 302,419 |
| Harris Core Network Infrastructure Upgrade             | NEW    | 4-CON | GeneralFundPopBaseTransitFY25 |         |         | 550,000 |         |         | 550,000 |
| Harris Radio - Market Street Infrastructure Refresh    | NEW    | 1-PLN | GeneralFundPopBaseTransitFY22 |         | 100,000 |         |         |         | 100,000 |
| Harris Radio - Market Street Infrastructure Refresh    | NEW    | 4-CON | GeneralFundPopBaseTransitFY24 |         | 600,000 |         |         |         | 600,000 |
| Harris Radio - Market Street Infrastructure Refresh    | NEW    | 4-CON | GeneralFundPopBaseTransitFY25 |         |         | 300,000 |         |         | 300,000 |
| Harris Symphony Radio Console Operating System Refresh | NEW    | 1-PLN | GeneralFundPopBaseTransitFY24 |         | 50,000  |         |         |         | 50,000  |
| Harris Symphony Radio Console Operating System Refresh | NEW    | 4-CON | GeneralFundPopBaseTransitFY24 |         | 150,000 |         |         |         | 150,000 |

Capital Projects by Phase & Funding Source

| Project Name                                   | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024 | FY 2025   | FY 2026 | FY 2027 | Total     |
|------------------------------------------------|--------|-------|-------------------------------|---------|---------|-----------|---------|---------|-----------|
| Conduent - Fleet Management System Platform    | NEW    | 1-PLN | GeneralFundPopBaseTransitFY24 |         | 100,000 |           |         |         | 100,000   |
| Conduent - Fleet Management System Platform    | NEW    | 3-DD  | GeneralFundPopBaseTransitFY25 |         |         | 350,000   |         |         | 350,000   |
| Conduent - Fleet Management System Platform    | NEW    | 4-CON | GeneralFundPopBaseTransitFY24 |         |         |           | 33,232  |         | 33,232    |
| Conduent - Fleet Management System Platform    | NEW    | 4-CON | GeneralFundPopBaseTransitFY25 |         |         | 2,305,710 |         |         | 2,305,710 |
| Conduent - Fleet Management System Platform    | NEW    | 4-CON | TSFMaintenanceFundsFY27       |         |         |           |         | 168,175 | 168,175   |
| Conduent Real-Time Over-the-air Paddle Updates | NEW    | 1-PLN | GeneralFundPopBaseTransitFY25 |         |         | 100,000   |         |         | 100,000   |
| Conduent Real-Time Over-the-air Paddle Updates | NEW    | 3-DD  | GeneralFundPopBaseTransitFY25 |         |         | 200,000   |         |         | 200,000   |
| Conduent Real-Time Over-the-air Paddle Updates | NEW    | 4-CON | GeneralFundPopBaseTransitFY25 |         |         |           | 300,000 |         | 300,000   |
| Penta System - Hardware and Software Refresh   | NEW    | 1-PLN | OperatingNoSubTypeFY23        | 50,000  |         |           |         |         | 50,000    |
| Subway State of Good Repair                    | NEW    | 4-CON | GeneralFundPopBaseTransitFY25 |         |         | 250,000   |         |         | 250,000   |
| Subway State of Good Repair                    | NEW    | 4-CON | OperatingNoSubTypeFY23        | 375,000 |         |           |         |         | 375,000   |
| Subway State of Good Repair                    | NEW    | 4-CON | OperatingNoSubTypeFY24        |         | 500,000 |           |         |         | 500,000   |
| Subway Video Security                          | CI056  | 4-CON | GeneralFundPopBaseTransitFY25 |         |         | 597,315   | 752,685 |         | 1,350,000 |
| Transit Yard Management                        | NEW    | 1-PLN | GeneralFundPopBaseTransitFY25 |         |         | 100,000   |         |         | 100,000   |

Capital Projects by Phase & Funding Source

| Project Name                | CIP ID | Phase     | Funding Source                | FY 2023 | FY 2024   | FY 2025   | FY 2026   | FY 2027 | Total      |
|-----------------------------|--------|-----------|-------------------------------|---------|-----------|-----------|-----------|---------|------------|
| Transit Yard Management     | NEW    | 3-DD      | GeneralFundPopBaseTransitFY25 |         |           | 450,000   | 681,825   |         | 1,131,825  |
| Transit Yard Management     | NEW    | 3-DD      | TSFMaintenanceFundsFY26       |         |           |           | 268,175   |         | 268,175    |
| Transit Yard Management     | NEW    | 3-DD      | TSFMaintenanceFundsFY27       |         |           |           |           | 100,000 | 100,000    |
| Reserve Communications & IT | CI000  | 5-Reserve | GeneralFundPopBaseStreetsFY26 |         |           |           | 2,234,517 |         | 2,234,517  |
| Grand Total                 |        |           |                               | 955,968 | 3,294,032 | 2,997,315 | 6,576,144 | 268,175 | 14,091,634 |

Facility

| Project Name                                 | CIP ID | Phase | Funding Source                | FY 2023    | FY 2024    | FY 2025   | FY 2026 | FY 2027 | Total      |
|----------------------------------------------|--------|-------|-------------------------------|------------|------------|-----------|---------|---------|------------|
| 1200 15th Street Renovation                  | FC066  | 4-CON | GeneralFundPopBaseStreetsFY24 |            | 43,084     |           |         |         | 43,084     |
| 1200 15th Street Renovation                  | FC066  | 4-CON | OperatingFacilityFY23         | 13,522,738 | 18,746,227 |           |         |         | 27,586,997 |
| Embarcadero Station Rehabilitation           | FCNEW  | 2-PE  | SB1SGRFY23                    | 829,374    |            |           |         |         | 829,374    |
| Embarcadero Station Rehabilitation           | FCNEW  | 3-DD  | GeneralFundPopBaseTransitFY24 |            | 2,432,675  |           |         |         | 2,432,675  |
| Embarcadero Station Rehabilitation           | FCNEW  | 3-DD  | SB1SGRFY24                    |            | 1,181,188  |           |         |         | 1,181,188  |
| Facility Condition Assessment Implementation | FC061  | 4-CON | GeneralFundPopBaseStreetsFY26 |            |            |           | 936,087 |         | 936,087    |
| Facility Condition Assessment Implementation | FC061  | 4-CON | GeneralFundPopBaseTransitFY23 | 149,103    |            |           |         |         | 149,103    |
| Facility Condition Assessment Implementation | FC061  | 4-CON | GeneralFundPopBaseTransitFY24 |            | 1,427,267  | 1,178,361 |         |         | 2,605,628  |

Capital Projects by Phase & Funding Source

| Project Name                                          | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026 | FY 2027   | Total     |
|-------------------------------------------------------|--------|-------|-------------------------------|-----------|-----------|-----------|---------|-----------|-----------|
| Facility Condition Assessment Implementation          | FC061  | 4-CON | GeneralFundPopBaseTransitFY25 |           |           | 1,684,708 |         |           | 1,684,708 |
| Facility Condition Assessment Implementation          | FC061  | 4-CON | GeneralFundPopBaseTransitFY27 |           |           |           |         | 2,749,256 | 2,749,256 |
| Facility Condition Assessment Implementation          | FC061  | 4-CON | SB1SGRFY22                    | 3,000,000 | 869,854   |           |         |           | 3,869,854 |
| Green Car Wash Rehabilitation                         | FCNEW  | 2-PE  | SB1SGRFY23                    | 413,400   |           |           |         |           | 413,400   |
| Green Car Wash Rehabilitation                         | FCNEW  | 3-DD  | SB1SGRFY23                    | 423,514   | 1,270,543 |           |         |           | 1,694,057 |
| Kirkland Yard Electrification                         | FCNEW  | 1-PLN | SB1SGRFY23                    | 668,225   |           |           |         |           | 668,225   |
| Kirkland Yard Electrification                         | FCNEW  | 1-PLN | SB1SGRFY24                    |           | 1,339,098 |           |         |           | 1,339,098 |
| MME & Green VEMS (profile readers)                    | FCNEW  | 2-PE  | SB1SGRFY23                    | 295,516   |           |           |         |           | 295,516   |
| MME & Green VEMS (profile readers)                    | FCNEW  | 2-PE  | SB1SGRFY23                    | 82,134    |           |           |         |           | 82,134    |
| MME & Green VEMS (profile readers)                    | FCNEW  | 3-DD  | SB1SGRFY23                    | 427,590   |           |           |         |           | 427,590   |
| MME & Green VEMS (profile readers)                    | FCNEW  | 3-DD  | SB1SGRFY24                    |           | 855,176   |           |         |           | 855,176   |
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | 4-CON | GeneralFundPopBaseTransitFY24 |           | 2,873,955 |           |         |           | 2,873,955 |
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | 4-CON | RM3FleetFacilityFY23          | 5,000,000 |           |           |         |           | 5,000,000 |

Capital Projects by Phase & Funding Source

| Project Name                                          | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024    | FY 2025    | FY 2026    | FY 2027 | Total      |
|-------------------------------------------------------|--------|-------|-------------------------------|-----------|------------|------------|------------|---------|------------|
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | 4-CON | RM3FleetFacilityFY24          |           | 25,000,000 |            |            |         | 25,000,000 |
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | 4-CON | RM3FleetFacilityFY25          |           |            | 25,000,000 |            |         | 25,000,000 |
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | 4-CON | RM3FleetFacilityFY26          |           |            |            | 15,000,000 |         | 15,000,000 |
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | 4-CON | SalesTax(PropK)EP20M          | 2,800,000 |            |            |            |         | 2,800,000  |
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | 4-CON | SB1SGRFY22                    | 974,485   |            |            |            |         | 974,485    |
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | 4-CON | GeneralFundPopBaseTransitFY23 | 2,036,000 |            |            |            |         | 2,036,000  |
| Muni Metro East Expansion Phase II - MME & 1399 Marin | FC068  | 4-CON | GeneralFundPopBaseTransitFY24 |           | 4,224,000  |            |            |         | 4,224,000  |
| Castro Station Accessibility Improvement Project      | FC050  | 4-CON | CCSF-LCFS-FY23                | 350,230   |            |            |            |         | 350,230    |
| Castro Station Accessibility Improvement Project      | FC050  | 4-CON | GeneralFundPopBaseTransitFY23 | 121,957   |            |            |            |         | 121,957    |

| Project Name                                     | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026 | FY 2027 | Total     |
|--------------------------------------------------|--------|-------|-------------------------------|-----------|-----------|-----------|---------|---------|-----------|
| Castro Station Accessibility Improvement Project | FC050  | 4-CON | GeneralFundPopBaseTransitFY24 |           | 1,955,168 |           |         |         | 1,955,168 |
| Castro Station Accessibility Improvement Project | FC050  | 4-CON | MissionRockNoSubTypeFY23      | 486,068   |           |           |         |         | 486,068   |
| Castro Station Accessibility Improvement Project | FC050  | 4-CON | MissionRockNoSubTypeFY24      |           | 696,368   |           |         |         | 696,368   |
| Castro Station Accessibility Improvement Project | FC050  | 4-CON | Pier70NoSubTypeFY23           | 608,449   |           |           |         |         | 608,449   |
| Castro Station Accessibility Improvement Project | FC050  | 4-CON | Pier70NoSubTypeFY24           |           | 233,526   |           |         |         | 233,526   |
| Castro Station Accessibility Improvement Project | FC050  | 4-CON | SB1SGRFY22                    | 500,000   |           |           |         |         | 500,000   |
| Castro Station Accessibility Improvement Project | FC050  | 4-CON | TSFExpansionFY23              | 1,065,344 |           |           |         |         | 1,065,344 |
| Castro Station Accessibility Improvement Project | FC050  | 4-CON | TSFExpansionFY24              |           | 891,149   |           |         |         | 891,149   |
| Potrero Modernization                            | FC074  | 3-DD  | OperatingFacilityFY20         | 4,500,000 | 2,500,000 |           |         |         | 7,000,000 |
| Potrero Modernization                            | FC074  | 3-DD  | SB1SGRFY25                    |           |           | 4,749,596 |         |         | 4,749,596 |
| Presidio Facility Reconstruction                 | FC072  | 1-PLN | OperatingFacilityFY23         | 1,316,000 |           |           |         |         | 1,316,000 |

| Project Name                                    | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024 | FY 2025   | FY 2026   | FY 2027    | Total      |
|-------------------------------------------------|--------|-------|-------------------------------|-----------|---------|-----------|-----------|------------|------------|
| Presidio Facility Reconstruction                | FC072  | 1-PLN | RAISEFY23                     | 5,264,000 |         |           |           |            | 5,264,000  |
| Program: Building Progress Modernization (fund) | FCNEW  | 1-PLN | GeneralFundPopBaseTransitFY27 |           |         |           |           | 15,291,792 | 15,291,792 |
| Program: Building Progress Modernization (fund) | FCNEW  | 1-PLN | MissionRockNoSubTypeFY26      |           |         |           | 304,617   |            | 304,617    |
| Program: Building Progress Modernization (fund) | FCNEW  | 1-PLN | Pier70NoSubTypeFY26           |           |         |           | 1,288,769 |            | 1,288,769  |
| Program: Building Progress Modernization (fund) | FCNEW  | 1-PLN | SalesTax(PropK)EP20M          |           |         | 1,185,477 |           |            | 1,185,477  |
| Program: Building Progress Modernization (fund) | FCNEW  | 1-PLN | SalesTax(PropK)EP20U          |           |         | 543,247   | 386,213   | 400,154    | 1,329,614  |
| Program: Building Progress Modernization (fund) | FCNEW  | 1-PLN | SB1SGRFY26                    |           |         |           | 4,749,596 |            | 4,749,596  |
| Program: Building Progress Modernization (fund) | FCNEW  | 1-PLN | SB1SGRFY27                    |           |         |           |           | 4,749,596  | 4,749,596  |
| Program: Building Progress Modernization (fund) | FCNEW  | 1-PLN | TSFExpansionFY26              |           |         |           | 1,609,403 |            | 1,609,403  |
| Program: Building Progress Modernization (fund) | FCNEW  | 1-PLN | TSFExpansionFY27              |           |         |           |           | 1,609,403  | 1,609,403  |

Capital Projects by Phase & Funding Source

| Project Name                     | CIP ID | Phase | Funding Source                | FY 2023    | FY 2024    | FY 2025    | FY 2026    | FY 2027    | Total       |
|----------------------------------|--------|-------|-------------------------------|------------|------------|------------|------------|------------|-------------|
| Reserves                         | FC000  | 1-PLN | GeneralFundPopBaseStreetsFY25 |            |            | 859,933    |            |            | 859,933     |
| Reserves                         | FC000  | 1-PLN | GeneralFundPopBaseTransitFY25 |            |            | 1,429,473  |            |            | 1,429,473   |
| Reserves                         | FC000  | 1-PLN | MissionRockNoSubTypeFY25      |            |            | 553,272    |            |            | 553,272     |
| Reserves                         | FC000  | 1-PLN | OperatingFacilityFY23         | 6,197,003  |            |            |            |            | 6,197,003   |
| Reserves                         | FC000  | 1-PLN | Pier70NoSubTypeFY25           |            |            | 1,288,769  |            |            | 1,288,769   |
| Woods Paint Booth Rehabilitation | FCNEW  | 2-PE  | SB1SGRFY23                    | 339,300    |            |            |            |            | 339,300     |
| Woods Paint Booth Rehabilitation | FCNEW  | 3-DD  | SB1SGRFY24                    |            | 1,000,000  | 374,134    |            |            | 1,374,134   |
| Grand Total                      |        |       |                               | 51,370,430 | 67,539,278 | 38,846,970 | 24,274,685 | 24,800,201 | 202,149,596 |

Fleet

| Project Name                       | CIP ID    | Phase | Funding Source                | FY 2023 | FY 2024   | FY 2025    | FY 2026    | FY 2027    | Total      |
|------------------------------------|-----------|-------|-------------------------------|---------|-----------|------------|------------|------------|------------|
| Light Rail Vehicle Fleet Expansion | Dev-FT105 | 4-CON | GeneralFundPopBaseTransitFY24 |         | 8,667,210 |            |            |            | 8,667,210  |
| Light Rail Vehicle Fleet Expansion | Dev-FT105 | 4-CON | GeneralFundPopBaseTransitFY25 |         |           | 11,809,875 |            |            | 11,809,875 |
| Light Rail Vehicle Fleet Expansion | Dev-FT105 | 4-CON | GeneralFundPopBaseTransitFY26 |         |           |            | 53,893,509 |            | 53,893,509 |
| Light Rail Vehicle Fleet Expansion | Dev-FT105 | 4-CON | GeneralFundPopBaseTransitFY27 |         |           |            |            | 14,121,828 | 14,121,828 |
| Light Rail Vehicle Fleet Expansion | Dev-FT105 | 4-CON | TSFExpansionFY25              |         |           | 3,820,000  |            |            | 3,820,000  |
| LRV4 Door Programming Upgrades     | DEV-FT106 | 1-PLN | SalesTax(PropK)EP17M          | 60,000  |           |            |            |            | 60,000     |
| LRV4 Door Programming Upgrades     | DEV-FT106 | 2-PE  | SalesTax(PropK)EP17M          | 240,000 |           |            |            |            | 240,000    |
| LRV4 Door Programming Upgrades     | DEV-FT106 | 4-CON | SalesTax(PropK)EP17M          | 180,000 |           |            |            |            | 180,000    |

Capital Projects by Phase & Funding Source

| Project Name                                         | CIP ID    | Phase | Funding Source       | FY 2023 | FY 2024   | FY 2025 | FY 2026   | FY 2027 | Total     |
|------------------------------------------------------|-----------|-------|----------------------|---------|-----------|---------|-----------|---------|-----------|
| LRV4 Door Programming Upgrades                       | DEV-FT106 | 4-CON | SalesTax(PropK)EP17M | 240,000 |           |         |           |         | 240,000   |
| New Flyer Midlife Overhaul Phase III                 | Dev-FT108 | 3-DD  | RM3FleetFacilityFY26 |         |           |         | 1,100,000 |         | 1,100,000 |
| New Flyer Trolley Replacement Energy Storage Systems | Dev-FT109 | 1-PLN | 5339NoSubTypeFY24    |         | 75,600    |         |           |         | 75,600    |
| New Flyer Trolley Replacement Energy Storage Systems | Dev-FT109 | 1-PLN | LPPFormulaFunds      |         | 18,900    |         |           |         | 18,900    |
| New Flyer Trolley Replacement Energy Storage Systems | Dev-FT109 | 2-PE  | 5339NoSubTypeFY24    |         | 50,400    |         |           |         | 50,400    |
| New Flyer Trolley Replacement Energy Storage Systems | Dev-FT109 | 2-PE  | LPPFormulaFunds      |         | 12,600    |         |           |         | 12,600    |
| New Flyer Trolley Replacement Energy Storage Systems | Dev-FT109 | 3-DD  | 5339NoSubTypeFY24    |         | 76,860    |         |           |         | 76,860    |
| New Flyer Trolley Replacement Energy Storage Systems | Dev-FT109 | 4-CON | 5339NoSubTypeFY24    |         | 2,637,180 |         |           |         | 2,637,180 |
| New Flyer Trolley Replacement Energy Storage Systems | Dev-FT109 | 3-DD  | LPPFormulaFunds      |         | 19,215    |         |           |         | 19,215    |
| New Flyer Trolley Replacement Energy Storage Systems | Dev-FT109 | 4-CON | LPPFormulaFunds      |         | 659,295   |         |           |         | 659,295   |

Capital Projects by Phase & Funding Source

| Project Name                                       | CIP ID    | Phase | Funding Source       | FY 2023   | FY 2024 | FY 2025   | FY 2026 | FY 2027 | Total     |
|----------------------------------------------------|-----------|-------|----------------------|-----------|---------|-----------|---------|---------|-----------|
| 60' Battery-Electric Bus (EV Bus) Pilot            | Dev-FT110 | 1-PLN | 5339NoSubTypeFY23    | 284,855   |         |           |         |         | 284,855   |
| 60' Battery-Electric Bus (EV Bus) Pilot            | Dev-FT110 | 1-PLN | TSFExpansionFY22     | 71,214    |         |           |         |         | 71,214    |
| 60' Battery-Electric Bus (EV Bus) Pilot            | Dev-FT110 | 2-PE  | 5339NoSubTypeFY23    | 508,670   |         |           |         |         | 508,670   |
| 60' Battery-Electric Bus (EV Bus) Pilot            | Dev-FT110 | 2-PE  | TSFExpansionFY22     | 127,168   |         |           |         |         | 127,168   |
| 60' Battery-Electric Bus (EV Bus) Pilot            | Dev-FT110 | 4-CON | 5339NoSubTypeFY23    | 757,919   |         |           |         |         | 757,919   |
| 60' Battery-Electric Bus (EV Bus) Pilot            | Dev-FT110 | 4-CON | 5339NoSubTypeFY23    |           |         | 5,348,555 |         |         | 5,348,555 |
| 60' Battery-Electric Bus (EV Bus) Pilot            | Dev-FT110 | 4-CON | RM3FleetFacilityFY25 |           |         | 3,687,459 |         |         | 3,687,459 |
| 60' Battery-Electric Bus (EV Bus) Pilot            | Dev-FT110 | 4-CON | TSFExpansionFY22     | 189,480   |         |           |         |         | 189,480   |
| Paratransit Vehicle Replacement FY23 (20 Vehicles) | Dev-FT115 | 4-CON | SalesTax(PropK)EP17M | 1,360,401 |         |           |         |         | 1,360,401 |
| Paratransit Vehicle Replacement FY23 (20 Vehicles) | Dev-FT115 | 4-CON | TCPNoSubTypeFY22     | 1,795,920 |         |           |         |         | 1,795,920 |

Capital Projects by Phase & Funding Source

| Project Name                                       | CIP ID    | Phase | Funding Source                | FY 2023 | FY 2024   | FY 2025 | FY 2026 | FY 2027 | Total     |
|----------------------------------------------------|-----------|-------|-------------------------------|---------|-----------|---------|---------|---------|-----------|
| Paratransit Vehicle Replacement FY24 (35 Vehicles) | Dev-FT116 | 4-CON | SalesTax(PropK)EP17M          |         | 2,173,815 |         |         |         | 2,173,815 |
| Paratransit Vehicle Replacement FY24 (35 Vehicles) | Dev-FT116 | 4-CON | TCPNoSubTypeFY23              |         | 3,087,000 |         |         |         | 3,087,000 |
| Axle Press & Horizontal Tire Press                 | Dev-FT129 | 4-CON | GeneralFundPopBaseTransitFY22 | 39,747  |           |         |         |         | 39,747    |
| Axle Press & Horizontal Tire Press                 | Dev-FT129 | 4-CON | Pier70NoSubTypeFY24           |         | 1,050,129 |         |         |         | 1,050,129 |
| Axle Press & Horizontal Tire Press                 | Dev-FT129 | 4-CON | RM3FleetFacilityFY24          |         | 969,871   |         |         |         | 969,871   |
| Non-Revenue Vehicle (NRV) SGR Program              | Dev-FT016 | 1-PLN | GeneralFundPopBaseTransitFY24 |         | 380,604   |         |         |         | 380,604   |
| Non-Revenue Vehicle (NRV) SGR Program              | Dev-FT016 | 1-PLN | LPPFormulaFunds               |         | 946,680   |         |         |         | 946,680   |
| Non-Revenue Vehicle (NRV) SGR Program              | Dev-FT016 | 1-PLN | MissionRockNoSubTypeFY24      |         | 291,738   |         |         |         | 291,738   |
| Non-Revenue Vehicle (NRV) SGR Program              | Dev-FT016 | 1-PLN | RM3FleetFacilityFY24          |         | 285,559   |         |         |         | 285,559   |
| Non-Revenue Vehicle (NRV) SGR Program              | Dev-FT016 | 1-PLN | RM3FleetFacilityFY25          |         |           | 95,419  |         |         | 95,419    |
| Non-Revenue Vehicle (NRV) SGR Program              | Dev-FT016 | 1-PLN | GeneralFundPopBaseTransitFY23 |         |           |         | 300,000 |         | 300,000   |

Capital Projects by Phase & Funding Source

| Project Name                          | CIP ID    | Phase     | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|---------------------------------------|-----------|-----------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Non-Revenue Vehicle (NRV) SGR Program | Dev-FT016 | 1-PLN     | GeneralFundPopBaseTransitFY25 |           |           |           |           | 275,000   | 275,000   |
| Non-Revenue Vehicle (NRV) SGR Program | Dev-FT016 | 1-PLN     | MissionRockNoSubTypeFY26      |           |           |           |           | 1,817,933 | 1,817,933 |
| Non-Revenue Vehicle (NRV) SGR Program | Dev-FT016 | 1-PLN     | RM3FleetFacilityFY24          |           |           |           | 436,083   |           | 436,083   |
| Non-Revenue Vehicle (NRV) SGR Program | Dev-FT016 | 1-PLN     | RM3FleetFacilityFY25          |           |           |           | 317,207   |           | 317,207   |
| Non-Revenue Vehicle (NRV) SGR Program | Dev-FT016 | 1-PLN     | GeneralFundPopBaseStreetsFY26 |           |           |           | 96,710    |           | 96,710    |
| Reserve Fleet                         | FT000     | 5-Reserve | 5339NoSubTypeFY22             | 1,205,805 |           |           |           |           | 1,205,805 |
| Reserve Fleet                         | FT000     | 5-Reserve | 5339NoSubTypeFY24             |           | 4,059,960 |           |           |           | 4,059,960 |
| Reserve Fleet                         | FT000     | 5-Reserve | 5339NoSubTypeFY25             |           |           | 6,900,000 |           |           | 6,900,000 |
| Reserve Fleet                         | FT000     | 5-Reserve | 5339NoSubTypeFY26             |           |           |           | 6,900,000 |           | 6,900,000 |
| Reserve Fleet                         | FT000     | 5-Reserve | 5339NoSubTypeFY27             |           |           |           |           | 6,900,000 | 6,900,000 |
| Reserve Fleet                         | FT000     | 5-Reserve | Cap&TradeLCTOPTPI             | 543,912   | 543,912   | 543,912   | 817,339   | 817,339   | 3,266,414 |
| Reserve Fleet                         | FT000     | 5-Reserve | GeneralFundPopBaseStreetsFY24 |           | 15,364    |           |           |           | 15,364    |
| Reserve Fleet                         | FT000     | 5-Reserve | GeneralFundPopBaseStreetsFY25 |           |           | 6,217     |           |           | 6,217     |
| Reserve Fleet                         | FT000     | 5-Reserve | GeneralFundPopBaseTransitFY23 | 76,874    |           |           |           |           | 76,874    |
| Reserve Fleet                         | FT000     | 5-Reserve | GeneralFundPopBaseTransitFY25 |           |           |           | 763       |           | 763       |
| Reserve Fleet                         | FT000     | 5-Reserve | LPPFormulaFunds               |           |           |           | 2,643,310 |           | 2,643,310 |
| Reserve Fleet                         | FT000     | 5-Reserve | OperatingFundBalance          | 82,000    |           |           |           |           | 82,000    |
| Reserve Fleet                         | FT000     | 5-Reserve | SalesTax(PropK)EP12           |           |           | 45,789    | 47,679    | 49,529    | 142,997   |
| Reserve Fleet                         | FT000     | 5-Reserve | STIPNoSubTypeFY25             |           |           |           | 7,952,000 |           | 7,952,000 |
| Paratransit Fleet Replacement Program | FT013     | 1-PLN     | RM3FleetFacilityFY25          |           |           |           |           | 325,461   | 325,461   |
| Paratransit Fleet Replacement Program | FT013     | 1-PLN     | SalesTax(PropK)EP17M          |           |           |           | 1,171,324 | 1,886,215 | 3,057,539 |

Capital Projects by Phase & Funding Source

| Project Name                                     | CIP ID | Phase | Funding Source            | FY 2023     | FY 2024    | FY 2025 | FY 2026   | FY 2027   | Total       |
|--------------------------------------------------|--------|-------|---------------------------|-------------|------------|---------|-----------|-----------|-------------|
| Paratransit Fleet Replacement Program            | FT013  | 1-PLN | TCPNoSubTypeFY25          |             |            |         | 2,563,680 |           | 2,563,680   |
| Paratransit Fleet Replacement Program            | FT013  | 4-CON | TCPNoSubTypeFY26          |             |            |         |           | 4,303,320 | 4,303,320   |
| Cable Car State of Good Repair (SGR) Program     | FT015  | 1-PLN | RM3FleetFacilityFY24      |             | 200,000    |         |           |           | 200,000     |
| Cable Car State of Good Repair (SGR) Program     | FT015  | 1-PLN | RM3FleetFacilityFY26      |             |            |         |           | 1,000,000 | 1,000,000   |
| Cable Car State of Good Repair (SGR) Program     | FT015  | 1-PLN | TCPNoSubTypeFY23          |             | 800,000    |         |           |           | 800,000     |
| Cable Car State of Good Repair (SGR) Program     | FT015  | 1-PLN | TCPNoSubTypeFY24          |             |            | 800,000 |           |           | 800,000     |
| Cable Car State of Good Repair (SGR) Program     | FT015  | 1-PLN | TCPNoSubTypeFY25          |             |            |         | 800,000   |           | 800,000     |
| Light Rail Vehicle Fleet Replacement & Expansion | FT059  | 4-CON | PotreroPowerNoSubTypeFY23 | 1,992,475   |            |         |           |           | 1,992,475   |
| Light Rail Vehicle Fleet Replacement & Expansion | FT059  | 4-CON | RM3FleetFacilityFY23      | 5,000,000   |            |         |           |           | 5,000,000   |
| Light Rail Vehicle Fleet Replacement & Expansion | FT059  | 4-CON | TCPNoSubTypeFY22          | 113,635,101 |            |         |           |           | 113,635,101 |
| Light Rail Vehicle Fleet Replacement & Expansion | FT059  | 4-CON | TCPNoSubTypeFY23          |             | 67,336,982 |         |           |           | 67,336,982  |

Capital Projects by Phase & Funding Source

| Project Name                                     | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025    | FY 2026     | FY 2027    | Total       |
|--------------------------------------------------|--------|-------|-------------------------------|-----------|-----------|------------|-------------|------------|-------------|
| Light Rail Vehicle Fleet Replacement & Expansion | FT059  | 4-CON | TCPNoSubTypeFY24              |           |           | 89,571,273 |             |            | 89,571,273  |
| Light Rail Vehicle Fleet Replacement & Expansion | FT059  | 4-CON | TCPNoSubTypeFY25              |           |           |            | 153,537,174 |            | 153,537,174 |
| Light Rail Vehicle Fleet Replacement & Expansion | FT059  | 4-CON | TCPNoSubTypeFY26              |           |           |            |             | 79,347,744 | 79,347,744  |
| Vintage Streetcar Rehabilitations                | FT061  | 4-CON | 5337FGFY21                    |           | 3,548,118 |            |             |            | 3,548,118   |
| Vintage Streetcar Rehabilitations                | FT061  | 4-CON | GeneralFundPopBaseTransitFY24 |           | 599,894   |            |             |            | 599,894     |
| New Flyer Midlife Overhaul Phase I               | FT080  | 4-CON | CCSF-LCFS-FY23                | 600,000   |           |            |             |            | 600,000     |
| New Flyer Midlife Overhaul Phase I               | FT080  | 4-CON | GeneralFundPopBaseTransitFY23 | 2,512,596 |           |            |             |            | 2,512,596   |
| New Flyer Midlife Overhaul Phase I               | FT080  | 4-CON | GeneralFundPopBaseTransitFY24 |           | 369,623   |            |             |            | 369,623     |
| New Flyer Midlife Overhaul Phase I               | FT080  | 4-CON | LPPFormulaFunds               | 1,150,000 |           |            |             |            | 1,150,000   |
| New Flyer Midlife Overhaul Phase I               | FT080  | 4-CON | MissionRockNoSubTypeFY23      | 2,814,716 |           |            |             |            | 2,814,716   |
| New Flyer Midlife Overhaul Phase I               | FT080  | 4-CON | MissionRockNoSubTypeFY24      |           | 4,622,095 |            |             |            | 4,622,095   |
| New Flyer Midlife Overhaul Phase I               | FT080  | 4-CON | Pier70NoSubTypeFY23           | 354,957   |           |            |             |            | 354,957     |

Capital Projects by Phase & Funding Source

| Project Name                                                  | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024    | FY 2025 | FY 2026 | FY 2027 | Total      |
|---------------------------------------------------------------|--------|-------|-------------------------------|-----------|------------|---------|---------|---------|------------|
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | GeneralFundPopBaseTransitFY25 |           |            | 242,345 |         |         | 242,345    |
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | PotreroPowerNoSubTypeFY23     | 3,226,325 |            |         |         |         | 3,226,325  |
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | PotreroPowerNoSubTypeFY24     |           | 5,218,800  |         |         |         | 5,218,800  |
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | RM3FleetFacilityFY24          |           | 4,971,880  |         |         |         | 4,971,880  |
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | RM3FleetFacilityFY25          |           |            | 508,945 |         |         | 508,945    |
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | SchlageLockNoSubTypeFY23      | 1,056,720 |            |         |         |         | 1,056,720  |
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | SchlageLockNoSubTypeFY24      |           | 960,010    |         |         |         | 960,010    |
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | TCPNoSubTypeFY22              | 9,268,393 |            |         |         |         | 9,268,393  |
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | TCPNoSubTypeFY23              |           | 18,600,000 |         |         |         | 18,600,000 |
| New Flyer<br>Midlife Overhaul<br>Phase I                      | FT080  | 4-CON | TSFMaintenanceFundsFY25       |           |            | 367,002 |         |         | 367,002    |
| 40' Battery-<br>Electric Bus<br>(EV Bus) Pilot<br>Procurement | FT082  | 4-CON | GeneralFundPopBaseTransitFY23 | 3,280,905 |            |         |         |         | 3,280,905  |
| 40' Battery-<br>Electric Bus<br>(EV Bus) Pilot<br>Procurement | FT082  | 4-CON | Pier70NoSubTypeFY23           | 2,381,139 |            |         |         |         | 2,381,139  |

Capital Projects by Phase & Funding Source

| Project Name                                           | CIP ID | Phase     | Funding Source                | FY 2023 | FY 2024   | FY 2025    | FY 2026     | FY 2027    | Total       |
|--------------------------------------------------------|--------|-----------|-------------------------------|---------|-----------|------------|-------------|------------|-------------|
| 40' & 60'<br>Motor Coach<br>Replacement<br>Procurement | FT093  | 1-PLN     | CCSF-LCFS-FY24                |         | 680,000   |            |             |            | 680,000     |
| 40' & 60'<br>Motor Coach<br>Replacement<br>Procurement | FT093  | 1-PLN     | GeneralFundPopBaseTransitFY23 |         | 30,544    |            |             |            | 30,544      |
| 40' & 60'<br>Motor Coach<br>Replacement<br>Procurement | FT093  | 3-DD      | MissionRockNoSubTypeFY25      |         |           | 3,301,892  |             |            | 3,301,892   |
| 40' & 60'<br>Motor Coach<br>Replacement<br>Procurement | FT093  | 3-DD      | RM3FleetFacilityFY24          |         |           | 14,824,538 |             |            | 14,824,538  |
| 40' & 60'<br>Motor Coach<br>Replacement<br>Procurement | FT093  | 3-DD      | TCPNoSubTypeFY25              |         |           |            | 135,555,840 |            | 135,555,840 |
| 40' & 60'<br>Motor Coach<br>Replacement<br>Procurement | FT093  | 4-CON     | SalesTax(PropK)EP10           |         |           |            | 5,891,422   |            | 5,891,422   |
| 40' & 60'<br>Motor Coach<br>Replacement<br>Procurement | FT093  | 4-CON     | TCPNoSubTypeFY26              |         |           |            |             | 83,815,200 | 83,815,200  |
| Fleet<br>Contingency                                   | FT096  | 5-Reserve | GeneralFundPopBaseTransitFY27 |         |           |            |             | 4,971,579  | 4,971,579   |
| Fleet<br>Contingency                                   | FT096  | 5-Reserve | IPICCFDFY27                   |         |           |            |             | 2,000,000  | 2,000,000   |
| Fleet<br>Contingency                                   | FT096  | 5-Reserve | IPICMOFY27                    |         |           |            |             | 2,000,000  | 2,000,000   |
| Fleet<br>Contingency                                   | FT096  | 5-Reserve | RM3FleetFacilityFY24          |         | 2,092,800 |            |             |            | 2,092,800   |
| Fleet<br>Contingency                                   | FT096  | 5-Reserve | RM3FleetFacilityFY25          |         |           | 4,398,543  |             |            | 4,398,543   |

Capital Projects by Phase & Funding Source

| Project Name                                          | CIP ID | Phase     | Funding Source                | FY 2023 | FY 2024 | FY 2025 | FY 2026   | FY 2027 | Total     |
|-------------------------------------------------------|--------|-----------|-------------------------------|---------|---------|---------|-----------|---------|-----------|
| Fleet Contingency                                     | FT096  | 5-Reserve | RM3FleetFacilityFY26          |         |         |         | 7,248,650 |         | 7,248,650 |
| Fleet Contingency                                     | FT096  | 5-Reserve | TSExpansionFY24               |         | 405,771 |         |           |         | 405,771   |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 1-PLN     | 5337FGFY18                    | 328,000 |         |         |           |         | 328,000   |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 1-PLN     | 5337FGFY18                    |         | 509,962 |         |           |         | 509,962   |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 1-PLN     | GeneralFundPopBaseTransitFY23 | 82,000  |         |         |           |         | 82,000    |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 1-PLN     | TCPNoSubTypeFY24              |         |         | 600,000 |           |         | 600,000   |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 3-DD      | GeneralFundPopBaseTransitFY24 |         | 146,452 | 62,510  |           |         | 208,962   |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 3-DD      | TCPNoSubTypeFY22              |         | 250,038 |         |           |         | 250,038   |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 4-CON     | RM3FleetFacilityFY24          |         | 190,000 |         |           |         | 190,000   |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 4-CON     | RM3FleetFacilityFY24          |         | 588,038 |         |           |         | 588,038   |

Capital Projects by Phase & Funding Source

| Project Name                                          | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|-------------------------------------------------------|--------|-------|-------------------------------|---------|-----------|-----------|-----------|-----------|-----------|
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 4-CON | RM3FleetFacilityFY25          |         |           | 2,084,000 |           |           | 2,084,000 |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 4-CON | RM3FleetFacilityFY26          |         |           |           | 3,581,538 |           | 3,581,538 |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 4-CON | TCPNoSubTypeFY22              |         | 2,337,962 |           |           |           | 2,337,962 |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 4-CON | TCPNoSubTypeFY23              |         | 600,000   |           |           |           | 600,000   |
| Double-Ended Streetcar Rehabilitations (2 Streetcars) | FT097  | 4-CON | TCPNoSubTypeFY25              |         |           |           | 599,500   |           | 599,500   |
| New Flyer Midlife Overhaul Phase I                    | FT099  | 3-DD  | GeneralFundPopBaseStreetsFY25 |         |           |           | 300,448   |           | 300,448   |
| New Flyer Midlife Overhaul Phase II                   | FT099  | 3-DD  | 5307NoSubTypeFY21             |         | 2,347,043 |           |           |           | 2,347,043 |
| New Flyer Midlife Overhaul Phase II                   | FT099  | 3-DD  | CCSF-LCFS-FY25                |         |           | 449,770   |           |           | 449,770   |
| New Flyer Midlife Overhaul Phase II                   | FT099  | 3-DD  | RM3FleetFacilityFY24          |         | 441,231   |           |           |           | 441,231   |
| New Flyer Midlife Overhaul Phase II                   | FT099  | 4-CON | IPICMOFY27                    |         |           |           |           | 1,872,000 | 1,872,000 |
| New Flyer Midlife Overhaul Phase II                   | FT099  | 4-CON | GeneralFundPopBaseTransitFY23 | 615,158 |           |           |           |           | 615,158   |

Capital Projects by Phase & Funding Source

| Project Name                              | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024 | FY 2025    | FY 2026   | FY 2027 | Total      |
|-------------------------------------------|--------|-------|-------------------------------|-----------|---------|------------|-----------|---------|------------|
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | GeneralFundPopBaseTransitFY25 |           |         | 3,301,892  |           |         | 3,301,892  |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | GeneralFundPopBaseStreetsFY26 |           |         |            | 237,112   |         | 237,112    |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | MissionRockNoSubTypeFY23      |           |         | 615,158    |           |         | 615,158    |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | SchlageLockNoSubTypeFY24      |           |         | 96,710     |           |         | 96,710     |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | TSFMaintenanceFundsFY25       |           |         | 138,637    |           |         | 138,637    |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | TSFExpansionFY27              |           |         |            |           | 731,534 | 731,534    |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | Pier70NoSubTypeFY25           |           |         | 3,922,345  |           |         | 3,922,345  |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | Pier70NoSubTypeFY25           |           |         | 1,873,040  |           |         | 1,873,040  |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | Pier70NoSubTypeFY26           |           |         |            | 5,795,385 |         | 5,795,385  |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | RM3FleetFacilityFY25          |           |         | 13,582,966 |           |         | 13,582,966 |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | RM3FleetFacilityFY26          |           |         |            | 2,069,812 |         | 2,069,812  |
| New Flyer<br>Midlife Overhaul<br>Phase II | FT099  | 4-CON | SalesTax(PropK)EP17M          | 6,134,466 |         |            |           |         | 6,134,466  |

Capital Projects by Phase & Funding Source

| Project Name                                                                               | CIP ID | Phase | Funding Source                | FY 2023     | FY 2024     | FY 2025     | FY 2026     | FY 2027     | Total         |
|--------------------------------------------------------------------------------------------|--------|-------|-------------------------------|-------------|-------------|-------------|-------------|-------------|---------------|
| New Flyer<br>Midlife Overhaul<br>Phase II                                                  | FT099  | 4-CON | TCPNoSubTypeFY22              | 6,743,607   |             |             |             |             | 6,743,607     |
| New Flyer<br>Midlife Overhaul<br>Phase II                                                  | FT099  | 4-CON | TCPNoSubTypeFY24              |             |             | 18,600,000  |             |             | 18,600,000    |
| New Flyer<br>Midlife Overhaul<br>Phase II                                                  | FT099  | 4-CON | TCPNoSubTypeFY25              |             |             |             | 18,600,000  |             | 18,600,000    |
| New Flyer Midlife<br>Overhaul Phase II                                                     | FT099  | 4-CON | TSFExpansionFY26              |             |             |             | 775,659     |             | 775,659       |
| New Flyer Midlife<br>Overhaul Phase II                                                     | FT099  | 4-CON | TCPNoSubTypeFY26              |             |             |             |             | 20,000,000  | 20,000,000    |
| Paratransit<br>Vehicle Expansion<br>Procurement (5<br>Cutaways)                            | FT101  | 1-PLN | TSFExpansionFY25              |             |             | 30,000      |             |             | 30,000        |
| Paratransit<br>Vehicle Expansion<br>Procurement (5<br>Cutaways)                            | FT101  | 3-DD  | TSFExpansionFY25              |             |             | 70,000      |             |             | 70,000        |
| Paratransit<br>Vehicle Expansion<br>Procurement (5<br>Cutaways)                            | FT101  | 4-CON | TSFExpansionFY25              |             |             | 560,000     |             |             | 560,000       |
| Cable Car Vehicle<br>Restorations                                                          | FT104  | 4-CON | 5337FGFY18                    | 349,611     |             |             |             |             | 349,611       |
| Cable Car Vehicle<br>Restorations                                                          | FT104  | 4-CON | GeneralFundPopBaseTransitFY23 | 355,776     |             |             |             |             | 355,776       |
| Cable Car Vehicle<br>Restorations                                                          | FT104  | 4-CON | TCPNoSubTypeFY22              | 1,400,000   |             |             |             |             | 1,400,000     |
| Paratransit<br>Cutaway<br>Procurement of<br>20 Expansion and<br>27 Replacement<br>Vehicles | FT105  | 4-CON | GeneralFundPopBaseTransitFY23 | 499,346     |             |             |             |             | 499,346       |
| Streetcar 233<br>Rehabilitation                                                            | FTNEW  | 4-CON | GeneralFundPopBaseTransitFY23 | 270,027     |             |             |             |             | 270,027       |
| Grand Total                                                                                |        |       |                               | 171,815,283 | 143,869,135 | 192,258,792 | 413,232,144 | 226,234,682 | 1,147,410,036 |

Capital Projects by Phase & Funding Source

Security

| Project Name     | CIP ID | Phase     | Funding Source    | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|------------------|--------|-----------|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Security Reserve | SC000  | 5-Reserve | TSGPNoSubTypeFY23 | 1,939,052 |           |           |           |           | 1,939,052 |
| Security Reserve | SC000  | 5-Reserve | TSGPNoSubTypeFY24 |           | 1,939,052 |           |           |           | 1,939,052 |
| Security Reserve | SC000  | 5-Reserve | TSGPNoSubTypeFY25 |           |           | 1,939,052 |           |           | 1,939,052 |
| Security Reserve | SC000  | 5-Reserve | TSGPNoSubTypeFY26 |           |           |           | 1,939,052 |           | 1,939,052 |
| Security Reserve | SC000  | 5-Reserve | TSGPNoSubTypeFY27 |           |           |           |           | 1,939,052 | 1,939,052 |
| Grand Total      |        |           |                   | 1,939,052 | 1,939,052 | 1,939,052 | 1,939,052 | 1,939,052 | 9,695,260 |

Signals

| Project Name                     | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024 | FY 2025   | FY 2026 | FY 2027 | Total     |
|----------------------------------|--------|-------|-------------------------------|-----------|---------|-----------|---------|---------|-----------|
| Tenderloin Signal Upgrade        | SG106  | 3-DD  | 5M                            | 2,000,000 |         |           |         |         | 2,000,000 |
| Tenderloin Signal Upgrade        | SG106  | 3-DD  | CCSFTNCFY23                   | 22,009    |         |           |         |         | 22,009    |
| Tenderloin Signal Upgrade        | SG106  | 3-DD  | GeneralFundPopBaseStreetsFY23 | 500,000   |         |           |         |         | 500,000   |
| Tenderloin Signal Upgrade        | SG106  | 3-DD  | PropAANoSubTypeFY22           | 977,991   |         |           |         |         | 977,991   |
| Tenderloin Signal Upgrade        | SG106  | 4-CON | Cap&TradeAHSCFY25             |           |         | 1,769,200 |         |         | 1,769,200 |
| Tenderloin Signal Upgrade        | SG106  | 4-CON | CCSFTNCFY25                   |           |         | 5,415,824 |         |         | 5,415,824 |
| Tenderloin Signal Upgrade        | SG106  | 4-CON | GeneralFundPopBaseStreetsFY24 |           |         | 2,248,126 |         |         | 2,248,126 |
| Tenderloin Signal Upgrade        | SG106  | 4-CON | GeneralFundPopBaseStreetsFY25 |           |         | 1,834,927 |         |         | 1,834,927 |
| Tenderloin Signal Upgrade        | SG106  | 4-CON | SalesTax(PropK)EP33           |           |         | 2,031,923 |         |         | 2,031,923 |
| Contract 66: New Traffic Signals | SG062  | 3-DD  | MissionRockNoSubTypeFY24      |           | 150,000 |           |         |         | 150,000   |
| Contract 66: New Traffic Signals | SG062  | 4-CON | CCSFTNCFY23                   | 2,875,000 |         |           |         |         | 2,875,000 |

Capital Projects by Phase & Funding Source

| Project Name                              | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|-------------------------------------------|--------|-------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Contract 66: New Traffic Signals          | SG062  | 4-CON | CCSFTNCFY24                   |           | 575,000   |           |           |           | 575,000   |
| Contract 66: New Traffic Signals          | SG062  | 4-CON | MissionRockNoSubTypeFY24      |           | 850,000   |           |           |           | 850,000   |
| Contract 66: New Traffic Signals          | SG062  | 4-CON | SalesTax(PropK)EP31           | 3,300,000 |           |           |           |           | 3,300,000 |
| Contract 67: New Traffic Signals          | SG111  | 3-DD  | SalesTax(PropK)EP31           |           |           | 1,000,000 |           |           | 1,000,000 |
| Contract 67: New Traffic Signals          | SG111  | 4-CON | CCSFTNCFY27                   |           |           |           |           | 4,000,000 | 4,000,000 |
| Contract 68: New Traffic Signals          | NEW    | 3-DD  | CCSFTNCFY26                   |           |           |           | 400,000   |           | 400,000   |
| Contract 68: New Traffic Signals          | NEW    | 3-DD  | SalesTax(PropK)EP31           |           |           |           |           | 600,000   | 600,000   |
| Contract 36: Traffic Signal Modifications | SG063  | 4-CON | GeneralFundPopBaseStreetsFY23 | 938,747   |           |           |           |           | 938,747   |
| Contract 36: Traffic Signal Modifications | SG063  | 4-CON | GeneralFundPopBaseStreetsFY24 |           | 204,344   |           |           |           | 204,344   |
| Contract 37: Traffic Signal Modifications | NEW    | 3-DD  | GeneralFundPopBaseStreetsFY24 |           | 1,400,000 | 100,000   |           |           | 1,500,000 |
| Contract 37: Traffic Signal Modifications | NEW    | 4-CON | CCSFTNCFY23                   |           |           |           | 2,518,815 |           | 2,518,815 |
| Contract 37: Traffic Signal Modifications | NEW    | 4-CON | CCSFTNCFY24                   |           |           |           | 3,140,824 |           | 3,140,824 |

Capital Projects by Phase & Funding Source

| Project Name                                                     | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024 | FY 2025 | FY 2026   | FY 2027   | Total     |
|------------------------------------------------------------------|--------|-------|-------------------------------|---------|---------|---------|-----------|-----------|-----------|
| Contract 37:<br>Traffic Signal<br>Modifications                  | NEW    | 4-CON | CCSFTNCFY26                   |         |         |         | 4,765,824 |           | 4,765,824 |
| Contract 37:<br>Traffic Signal<br>Modifications                  | NEW    | 4-CON | CCSFTNCFY27                   |         |         |         |           | 1,245,824 | 1,245,824 |
| Contract 37:<br>Traffic Signal<br>Modifications                  | NEW    | 4-CON | GeneralFundPopBaseStreetsFY24 |         |         |         | 328,713   |           | 328,713   |
| Contract 38:<br>Traffic Signal<br>Modifications                  | NEW    | 3-DD  | SalesTax(PropK)EP33           |         |         |         | 1,400,000 | 100,000   | 1,500,000 |
| Accessible<br>Pedestrian<br>Signals FY24                         | NEW    | 4-CON | CCSFTNCFY24                   |         | 500,000 |         |           |           | 500,000   |
| Accessible<br>Pedestrian<br>Signals FY26                         | NEW    | 4-CON | SalesTax(PropK)EP31           |         |         |         | 265,000   | 235,000   | 500,000   |
| Program: Traffic<br>Signal Hardware<br>Replacement               | SG017  | 4-CON | GeneralFundPopBaseStreetsFY23 | 358,000 |         |         |           |           | 358,000   |
| Program: Traffic<br>Signal Hardware<br>Replacement               | SG017  | 4-CON | SalesTax(PropK)EP33           |         | 302,000 | 350,000 |           |           | 652,000   |
| Traffic Signal<br>Visibility<br>Upgrades                         | SG015  | 4-CON | SalesTax(PropK)EP33           | 330,000 | 330,000 | 330,000 |           |           | 990,000   |
| City<br>Coordination<br>Opportunities:<br>New Traffic<br>Signals | SG011  | 4-CON | SalesTax(PropK)EP31           | 300,000 | 300,000 | 350,000 |           |           | 950,000   |
| Program:<br>Traffic Sign<br>Replacement                          | SG018  | 4-CON | SalesTax(PropK)EP33           | 220,000 | 220,000 | 350,000 |           |           | 790,000   |

Capital Projects by Phase & Funding Source

| Project Name                                             | CIP ID | Phase | Funding Source            | FY 2023   | FY 2024   | FY 2025 | FY 2026 | FY 2027 | Total     |
|----------------------------------------------------------|--------|-------|---------------------------|-----------|-----------|---------|---------|---------|-----------|
| 3rd Street<br>Video Detection<br>Replacement<br>Phase IV | SG072  | 4-CON | MissionRockNoSubTypeFY24  |           | 115,949   |         |         |         | 115,949   |
| 3rd Street<br>Video Detection<br>Replacement<br>Phase IV | SG072  | 4-CON | Pier70NoSubTypeFY23       | 67,610    |           |         |         |         | 67,610    |
| 3rd Street<br>Video Detection<br>Replacement<br>Phase IV | SG072  | 4-CON | Pier70NoSubTypeFY24       |           | 25,949    |         |         |         | 25,949    |
| 3rd Street<br>Video Detection<br>Replacement<br>Phase IV | SG072  | 4-CON | Pier70NoSubTypeFY25       |           |           | 143,206 |         |         | 143,206   |
| 3rd Street<br>Video Detection<br>Replacement<br>Phase IV | SG072  | 4-CON | Pier70NoSubTypeFY26       |           |           |         | 11,272  |         | 11,272    |
| Contract 35:<br>Traffic Signal<br>Modifications          | SG060  | 4-CON | CapitalContingencyReserve | 206,090   |           |         |         |         | 206,090   |
| Contract 35:<br>Traffic Signal<br>Modifications          | SG060  | 4-CON | SalesTax(PropK)EP33       | 2,334,667 | 3,908,243 | 861,000 |         |         | 7,103,910 |
| Traffic Signal<br>Hardware<br>Replacement<br>FY25        | NEW    | 4-CON | SalesTax(PropK)EP33       |           |           |         | 458,851 |         | 458,851   |
| Traffic Signal<br>Hardware<br>Replacement<br>FY25        | NEW    | 4-CON | SalesTax(PropK)EP33       |           |           | 441,149 |         |         | 441,149   |
| Traffic Signal<br>Hardware<br>Replacement<br>FY27        | NEW    | 4-CON | SalesTax(PropK)EP33       |           |           |         |         | 490,000 | 490,000   |

Capital Projects by Phase & Funding Source

| Project Name                                                          | CIP ID | Phase     | Funding Source                | FY 2023    | FY 2024    | FY 2025    | FY 2026    | FY 2027   | Total      |
|-----------------------------------------------------------------------|--------|-----------|-------------------------------|------------|------------|------------|------------|-----------|------------|
| Traffic Signal Visibility Upgrades FY26                               | NEW    | 4-CON     | SalesTax(PropK)EP33           |            |            |            | 350,000    |           | 350,000    |
| Traffic Signal Visibility Upgrades FY27                               | NEW    | 4-CON     | SalesTax(PropK)EP33           |            |            |            |            | 270,000   | 270,000    |
| Traffic Sign Replacement FY26                                         | NEW    | 4-CON     | CCSFTNCFY26                   |            |            |            | 250,000    |           | 250,000    |
| Traffic Sign Replacement FY27                                         | NEW    | 4-CON     | CCSFTNCFY27                   |            |            |            |            | 170,000   | 170,000    |
| Program: City Coordination Opportunities: New Traffic Signals FY25-27 | NEW    | 4-CON     | CCSFTNCFY24                   |            |            | 1,200,000  |            |           | 1,200,000  |
| Reserve Traffic Signals                                               | SG000  | 5-Reserve | GeneralFundPopBaseStreetsFY23 | 424,853    |            |            |            |           | 424,853    |
| Reserve Traffic Signals                                               | SG000  | 5-Reserve | GeneralFundPopBaseStreetsFY24 |            | 241,450    |            |            |           | 241,450    |
| Reserve Traffic Signals                                               | SG000  | 5-Reserve | HSIPFY23                      | 1,623,978  |            |            |            |           | 1,623,978  |
| Reserve Traffic Signals                                               | SG000  | 5-Reserve | HSIPFY25                      |            |            | 1,623,978  |            |           | 1,623,978  |
| Reserve Traffic Signals                                               | SG000  | 5-Reserve | HSIPFY27                      |            |            |            |            | 1,623,978 | 1,623,978  |
| Reserve Traffic Signals                                               | SG000  | 5-Reserve | MissionRockNoSubTypeFY24      |            | 4,094,856  |            |            |           | 4,094,856  |
| Reserve Traffic Signals                                               | SG000  | 5-Reserve | Pier70NoSubTypeFY26           |            |            |            | 131,934    |           | 131,934    |
| Reserve Traffic Signals                                               | SG000  | 5-Reserve | SalesTax(PropK)EP31           |            |            |            | 650,719    |           | 650,719    |
| Reserve Traffic Signals                                               | SG000  | 5-Reserve | SalesTax(PropK)EP33           |            |            |            | 9,123      |           | 9,123      |
| Grand Total                                                           |        |           |                               | 16,478,945 | 13,217,791 | 20,049,333 | 14,681,075 | 8,734,802 | 73,161,946 |

Capital Projects by Phase & Funding Source

Streets

| Project Name                | CIP ID | Phase     | Funding Source                      | FY 2023 | FY 2024 | FY 2025   | FY 2026   | FY 2027    | Total      |
|-----------------------------|--------|-----------|-------------------------------------|---------|---------|-----------|-----------|------------|------------|
| Reserve Streets             | ST000  | 5-Reserve | Cap&TradeAHSCFY18                   | 51,900  |         |           |           |            | 51,900     |
| Reserve Streets             | ST000  | 5-Reserve | CommuterShuttleRevenueNoSubTypeFY26 |         |         |           | 400,000   |            | 400,000    |
| Reserve Streets             | ST000  | 5-Reserve | CommuterShuttleRevenueNoSubTypeFY27 |         |         |           |           | 400,000    | 400,000    |
| Reserve Streets             | ST000  | 5-Reserve | GeneralFundPopBaseStreetsFY23       | 7,167   |         |           |           |            | 7,167      |
| Reserve Streets             | ST000  | 5-Reserve | GeneralFundPopBaseStreetsFY25       |         |         | 1,826,292 |           |            | 1,826,292  |
| Reserve Streets             | ST000  | 5-Reserve | GeneralFundPopBaseStreetsFY26       |         |         |           | 2,737,361 |            | 2,737,361  |
| Reserve Streets             | ST000  | 5-Reserve | GeneralFundPopBaseStreetsFY27       |         |         |           |           | 18,804,447 | 18,804,447 |
| Reserve Streets             | ST000  | 5-Reserve | CCSF-LCFS-FY26                      |         |         |           |           | 750,000    | 750,000    |
| Reserve Streets             | ST000  | 5-Reserve | CCSF-LCFS-FY27                      |         |         |           |           | 750,000    | 750,000    |
| Reserve Streets             | ST000  | 5-Reserve | IPICENFY27                          |         |         |           |           | 2,382,000  | 2,382,000  |
| Reserve Streets             | ST000  | 5-Reserve | IPICMOFY25                          |         |         | 730,000   |           |            | 730,000    |
| Reserve Streets             | ST000  | 5-Reserve | IPICMOFY27                          |         |         |           |           | 3,315,000  | 3,315,000  |
| Reserve Streets             | ST000  | 5-Reserve | IPICVVFY27                          |         |         |           |           | 300,000    | 300,000    |
| Reserve Streets             | ST000  | 5-Reserve | MissionRockNoSubTypeFY23            | 326,834 |         |           |           |            | 326,834    |
| Reserve Streets             | ST000  | 5-Reserve | MissionRockNoSubTypeFY24            |         | 468,241 |           |           |            | 468,241    |
| Reserve Streets             | ST000  | 5-Reserve | MissionRockNoSubTypeFY25            |         |         | 314,639   |           |            | 314,639    |
| Reserve Streets             | ST000  | 5-Reserve | MissionRockNoSubTypeFY26            |         |         |           | 173,232   |            | 173,232    |
| Reserve Streets             | ST000  | 5-Reserve | PlanningNoSubTypeFY23               | 392,335 |         |           |           |            | 392,335    |
| Reserve Streets             | ST000  | 5-Reserve | PlanningNoSubTypeFY24               |         | 392,335 |           |           |            | 392,335    |
| Reserve Streets             | ST000  | 5-Reserve | PlanningNoSubTypeFY25               |         |         | 392,335   |           |            | 392,335    |
| Reserve Streets             | ST000  | 5-Reserve | PlanningNoSubTypeFY26               |         |         |           | 392,335   |            | 392,335    |
| Reserve Streets             | ST000  | 5-Reserve | PlanningNoSubTypeFY27               |         |         |           |           | 392,335    | 392,335    |
| Reserve Streets             | ST000  | 5-Reserve | SalesTax(PropK)EP37                 |         |         | 1,332,234 |           |            | 1,332,234  |
| Reserve Streets             | ST000  | 5-Reserve | SalesTax(PropK)EP38                 |         |         | 1,154,568 |           |            | 1,154,568  |
| Reserve Streets             | ST000  | 5-Reserve | SalesTax(PropK)EP39                 |         |         | 3,187,788 |           |            | 3,187,788  |
| Reserve Streets             | ST000  | 5-Reserve | SalesTax(PropK)EP40                 |         |         | 524,000   |           |            | 524,000    |
| Reserve Streets             | ST000  | 5-Reserve | SalesTax(PropK)EP43                 |         |         | 65,000    |           |            | 65,000     |
| Reserve Streets             | ST000  | 5-Reserve | TDAArticle3FY23                     | 465,964 |         |           |           |            | 465,964    |
| Reserve Streets             | ST000  | 5-Reserve | TDAArticle3FY25                     |         |         | 465,964   |           |            | 465,964    |
| Reserve Streets             | ST000  | 5-Reserve | TDAArticle3FY26                     |         |         |           | 460,086   |            | 460,086    |
| Reserve Streets             | ST000  | 5-Reserve | TSFStreetsFY26                      |         |         |           | 23,600    |            | 23,600     |
| Reserve Streets             | ST000  | 5-Reserve | TSFStreetsFY27                      |         |         |           |           | 23,600     | 23,600     |
| Slow Streets Implementation | ST025  | 3-DD      | GeneralFundPopBaseStreetsFY19       | 73,879  |         |           |           |            | 73,879     |

Capital Projects by Phase & Funding Source

| Project Name                                                     | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025 | FY 2026 | FY 2027 | Total     |
|------------------------------------------------------------------|--------|-------|-------------------------------|-----------|-----------|---------|---------|---------|-----------|
| Slow Streets Implementation                                      | ST025  | 3-DD  | GeneralFundPopBaseStreetsFY20 | 341,449   |           |         |         |         | 341,449   |
| Slow Streets Implementation                                      | ST025  | 3-DD  | GeneralFundPopBaseStreetsFY22 | 311,672   |           |         |         |         | 311,672   |
| Slow Streets Implementation                                      | ST025  | 3-DD  | GeneralFundPopBaseStreetsFY24 |           | 727,000   |         |         |         | 727,000   |
| Slow Streets Implementation                                      | ST025  | 4-CON | CapitalContingencyReserve     | 752,576   |           |         |         |         | 752,576   |
| Slow Streets Implementation                                      | ST025  | 4-CON | CapitalContingencyReserve     | 624,951   |           |         |         |         | 624,951   |
| Slow Streets Implementation                                      | ST025  | 4-CON | GeneralFundPopBaseStreetsFY22 | 793,753   |           |         |         |         | 793,753   |
| Slow Streets Implementation                                      | ST025  | 4-CON | GeneralFundPopBaseStreetsFY23 | 2,101,720 | 146,480   |         |         |         | 2,248,200 |
| Slow Streets Implementation                                      | ST025  | 4-CON | GeneralFundPopBaseStreetsFY24 |           | 4,126,520 |         |         |         | 4,126,520 |
| Program: Bicycle Traffic Signal Upgrades                         | ST026  | 3-DD  | GeneralFundPopBaseStreetsFY23 | 200,000   |           |         |         |         | 200,000   |
| Program: Bicycle Traffic Signal Upgrades                         | ST026  | 3-DD  | GeneralFundPopBaseStreetsFY24 |           | 200,000   |         |         |         | 200,000   |
| Program: Bicycle Traffic Signal Upgrades                         | ST026  | 4-CON | GeneralFundPopBaseStreetsFY23 | 850,000   |           |         |         |         | 850,000   |
| Program: Bicycle Traffic Signal Upgrades                         | ST026  | 4-CON | GeneralFundPopBaseStreetsFY24 |           | 850,000   |         |         |         | 850,000   |
| Program: Traffic Calming Application-Based Local Streets Program | ST028  | 1-PLN | SalesTax(PropK)EP38           |           | 392,610   | 392,388 |         |         | 784,998   |
| Program: Traffic Calming Application-Based Local Streets Program | ST028  | 1-PLN | SalesTax(PropK)EP38           | 387,000   |           |         |         |         | 387,000   |
| Program: Traffic Calming Application-Based Local Streets Program | ST028  | 3-DD  | SalesTax(PropK)EP38           | 113,300   | 122,390   | 132,062 |         |         | 367,752   |
| Program: Traffic Calming Application-Based Local Streets Program | ST028  | 4-CON | GeneralFundPopBaseStreetsFY24 |           | 419,439   |         |         |         | 419,439   |

Capital Projects by Phase & Funding Source

| Project Name                                                     | CIP ID | Phase | Funding Source                      | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total     |
|------------------------------------------------------------------|--------|-------|-------------------------------------|---------|---------|---------|---------|---------|-----------|
| Program: Traffic Calming Application-Based Local Streets Program | ST028  | 4-CON | SalesTax(PropK)EP38                 | 900,000 |         |         |         |         | 900,000   |
| Program: Traffic Calming Application-Based Local Streets Program | ST028  | 4-CON | SalesTax(PropK)EP38                 |         | 480,561 | 900,000 |         |         | 1,380,561 |
| Program: Community Response Implementation                       | ST038  | 4-CON | GeneralFundPopBaseStreetsFY23       | 550,000 |         |         |         |         | 550,000   |
| Program: Community Response Implementation                       | ST038  | 4-CON | GeneralFundPopBaseStreetsFY24       |         | 750,000 |         |         |         | 750,000   |
| Program: Community Response Implementation                       | ST038  | 4-CON | GeneralFundPopBaseStreetsFY25       |         |         | 990,000 |         |         | 990,000   |
| Program: WalkFirst Quick & Effective Pedestrian Safety           | ST040  | 4-CON | CommuterShuttleRevenueNoSubTypeFY23 | 400,000 |         |         |         |         | 400,000   |
| Program: WalkFirst Quick & Effective Pedestrian Safety           | ST040  | 4-CON | CommuterShuttleRevenueNoSubTypeFY24 |         | 400,000 |         |         |         | 400,000   |
| Program: WalkFirst Quick & Effective Pedestrian Safety           | ST040  | 4-CON | CommuterShuttleRevenueNoSubTypeFY25 |         |         | 400,000 |         |         | 400,000   |
| Program: WalkFirst Quick & Effective Pedestrian Safety           | ST040  | 4-CON | GeneralFundPopBaseStreetsFY23       | 372,000 |         |         |         |         | 372,000   |
| Program: WalkFirst Quick & Effective Pedestrian Safety           | ST040  | 4-CON | GeneralFundPopBaseStreetsFY24       |         | 372,000 |         |         |         | 372,000   |
| Program: Bike Facility Maintenance: Delineators & Green Pavement | ST041  | 4-CON | SalesTax(PropK)EP37                 | 200,000 | 150,000 |         |         |         | 350,000   |
| Program: Bike Facility Maintenance: Delineators & Green Pavement | ST041  | 4-CON | SalesTax(PropK)EP37                 |         |         | 300,000 | 300,000 | 300,000 | 900,000   |
| Program: Traffic Improvements Around Schools                     | ST042  | 1-PLN | GeneralFundPopBaseStreetsFY23       | 25,000  |         |         |         |         | 25,000    |

Capital Projects by Phase & Funding Source

| Project Name                                   | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total   |
|------------------------------------------------|--------|-------|-------------------------------|---------|---------|---------|---------|---------|---------|
| Program: Traffic Improvements Around Schools   | ST042  | 1-PLN | GeneralFundPopBaseStreetsFY24 |         | 25,000  |         |         |         | 25,000  |
| Program: Traffic Improvements Around Schools   | ST042  | 1-PLN | SalesTax(PropK)EP38           |         | 100,000 |         |         |         | 100,000 |
| Program: Traffic Improvements Around Schools   | ST042  | 1-PLN | SalesTax(PropK)EP38           | 100,000 |         |         |         |         | 100,000 |
| Program: Traffic Improvements Around Schools   | ST042  | 3-DD  | GeneralFundPopBaseStreetsFY21 | 15,000  |         |         |         |         | 15,000  |
| Program: Traffic Improvements Around Schools   | ST042  | 3-DD  | GeneralFundPopBaseStreetsFY24 |         | 15,000  |         |         |         | 15,000  |
| Program: Traffic Improvements Around Schools   | ST042  | 3-DD  | SalesTax(PropK)EP38           |         | 200,000 |         |         |         | 200,000 |
| Program: Traffic Improvements Around Schools   | ST042  | 3-DD  | SalesTax(PropK)EP38           | 200,000 |         |         |         |         | 200,000 |
| Program: Traffic Improvements Around Schools   | ST042  | 4-CON | GeneralFundPopBaseStreetsFY23 | 260,000 |         |         |         |         | 260,000 |
| Program: Traffic Improvements Around Schools   | ST042  | 4-CON | GeneralFundPopBaseStreetsFY24 |         | 260,000 |         |         |         | 260,000 |
| Program: Traffic Improvements Around Schools   | ST042  | 4-CON | SalesTax(PropK)EP38           | 700,000 |         |         |         |         | 700,000 |
| Program: Traffic Improvements Around Schools   | ST042  | 4-CON | SalesTax(PropK)EP38           |         | 700,000 |         |         |         | 700,000 |
| Program: Proactive Local Traffic Calming Track | ST043  | 1-PLN | SalesTax(PropK)EP38           | 100,000 |         |         |         |         | 100,000 |
| Program: Proactive Local Traffic Calming Track | ST043  | 1-PLN | SalesTax(PropK)EP38           |         | 100,000 |         |         |         | 100,000 |
| Program: Proactive Local Traffic Calming Track | ST043  | 3-DD  | SalesTax(PropK)EP38           |         | 100,000 |         |         |         | 100,000 |

| Project Name                                            | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total   |
|---------------------------------------------------------|--------|-------|-------------------------------|---------|---------|---------|---------|---------|---------|
| Program: Proactive Local Traffic Calming Track          | ST043  | 3-DD  | SalesTax(PropK)EP38           | 100,000 |         |         |         |         | 100,000 |
| Program: Proactive Local Traffic Calming Track          | ST043  | 4-CON | SalesTax(PropK)EP38           |         | 550,000 |         |         |         | 550,000 |
| Program: Proactive Local Traffic Calming Track          | ST043  | 4-CON | SalesTax(PropK)EP38           | 550,000 |         |         |         |         | 550,000 |
| Program: Citywide Quick and Effective Bike Improvements | ST045  | 2-PE  | GeneralFundPopBaseStreetsFY23 | 200,000 |         |         |         |         | 200,000 |
| Program: Citywide Quick and Effective Bike Improvements | ST045  | 2-PE  | GeneralFundPopBaseStreetsFY24 |         | 200,000 |         |         |         | 200,000 |
| Program: Citywide Quick and Effective Bike Improvements | ST045  | 2-PE  | GeneralFundPopBaseStreetsFY25 |         |         | 200,000 |         |         | 200,000 |
| Program: Citywide Quick and Effective Bike Improvements | ST045  | 3-DD  | GeneralFundPopBaseStreetsFY23 | 250,000 |         |         |         |         | 250,000 |
| Program: Citywide Quick and Effective Bike Improvements | ST045  | 3-DD  | GeneralFundPopBaseStreetsFY24 |         | 250,000 |         |         |         | 250,000 |
| Program: Citywide Quick and Effective Bike Improvements | ST045  | 3-DD  | GeneralFundPopBaseStreetsFY25 |         |         | 250,000 |         |         | 250,000 |
| Program: Citywide Quick and Effective Bike Improvements | ST045  | 4-CON | GeneralFundPopBaseStreetsFY23 | 675,000 |         |         |         |         | 675,000 |
| Program: Citywide Quick and Effective Bike Improvements | ST045  | 4-CON | GeneralFundPopBaseStreetsFY24 |         | 675,000 |         |         |         | 675,000 |
| Program: Citywide Quick and Effective Bike Improvements | ST045  | 4-CON | GeneralFundPopBaseStreetsFY25 |         |         | 675,000 |         |         | 675,000 |
| Program: Short-term Bike Parking                        | ST048  | 4-CON | GeneralFundPopBaseStreetsFY24 |         | 48,644  |         |         |         | 48,644  |
| Program: Short-term Bike Parking                        | ST048  | 4-CON | GeneralFundPopBaseStreetsFY25 |         |         | 463,766 |         |         | 463,766 |
| Program: Short-term Bike Parking                        | ST048  | 4-CON | SalesTax(PropK)EP39           | 398,000 |         |         |         |         | 398,000 |
| Program: Short-term Bike Parking                        | ST048  | 4-CON | SalesTax(PropK)EP39           |         | 398,000 |         |         |         | 398,000 |

| Project Name                                 | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026 | FY 2027 | Total     |
|----------------------------------------------|--------|-------|-------------------------------|-----------|-----------|-----------|---------|---------|-----------|
| Program: Short-term Bike Parking             | ST048  | 4-CON | TFCAPMFY23                    | 449,393   |           |           |         |         | 449,393   |
| Program: Short-term Bike Parking             | ST048  | 4-CON | TFCAPMFY24                    |           | 252,749   |           |         |         | 252,749   |
| Program: Short-term Bike Parking             | ST048  | 4-CON | TFCAPMFY25                    |           |           | 252,749   |         |         | 252,749   |
| Program: Short-term Bike Parking             | ST048  | 4-CON | TFCAPMFY26                    |           |           |           | 449,393 |         | 449,393   |
| Program: Short-term Bike Parking             | ST048  | 4-CON | TFCAPMFY27                    |           |           |           |         | 449,393 | 449,393   |
| 5th Street Corridor Improvements             | ST052  | 2-PE  | GeneralFundPopBaseStreetsFY23 | 100,000   |           |           |         |         | 100,000   |
| 5th Street Corridor Improvements             | ST052  | 3-DD  | GeneralFundPopBaseStreetsFY23 | 450,000   |           |           |         |         | 450,000   |
| 5th Street Corridor Improvements             | ST052  | 4-CON | LPPFormulaFunds               | 850,000   |           |           |         |         | 850,000   |
| Page Street Neighborway (Webster to Stanyan) | ST071  | 3-DD  | SalesTax(PropK)EP39           | 400,000   |           |           |         |         | 400,000   |
| Page Street Neighborway (Webster to Stanyan) | ST071  | 4-CON | SalesTax(PropK)EP39           |           | 755,000   |           |         |         | 755,000   |
| Page Street Neighborway (Webster to Stanyan) | ST071  | 4-CON | SalesTax(PropK)EP39           |           | 900,000   |           |         |         | 900,000   |
| Folsom Streetscape                           | ST080  | 4-CON | Cap&TradeAHSCFY22             | 4,000,000 |           |           |         |         | 4,000,000 |
| Folsom Streetscape                           | ST080  | 4-CON | Cap&TradeAHSCFY24             |           |           | 4,500,000 |         |         | 4,500,000 |
| Folsom Streetscape                           | ST080  | 4-CON | CapitalContingencyReserve     | 921,950   |           |           |         |         | 921,950   |
| Folsom Streetscape                           | ST080  | 4-CON | CapitalContingencyReserve     |           | 1,208,420 |           |         |         | 1,208,420 |
| Folsom Streetscape                           | ST080  | 4-CON | GeneralFundPopBaseStreetsFY24 |           | 1,000,000 |           |         |         | 1,000,000 |
| Folsom Streetscape                           | ST080  | 4-CON | IPICSOMAFY24                  |           | 250,000   |           |         |         | 250,000   |
| Folsom Streetscape                           | ST080  | 4-CON | IPICSOMAFY25                  |           |           | 1,437,547 |         |         | 1,437,547 |
| Folsom Streetscape                           | ST080  | 4-CON | SalesTax(PropK)EP40           | 900,963   |           |           |         |         | 900,963   |
| Rectangular Rapid Flashing Beacons           | ST122  | 3-DD  | GeneralFundPopBaseStreetsFY23 | 150,000   |           |           |         |         | 150,000   |
| Rectangular Rapid Flashing Beacons           | ST122  | 3-DD  | GeneralFundPopBaseStreetsFY24 |           | 150,000   |           |         |         | 150,000   |
| Rectangular Rapid Flashing Beacons           | ST122  | 4-CON | GeneralFundPopBaseStreetsFY21 | 600,000   |           |           |         |         | 600,000   |
| Rectangular Rapid Flashing Beacons           | ST122  | 4-CON | GeneralFundPopBaseStreetsFY24 |           | 648,000   |           |         |         | 648,000   |

Capital Projects by Phase & Funding Source

| Project Name                                  | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025 | FY 2026 | FY 2027 | Total     |
|-----------------------------------------------|--------|-------|-------------------------------|-----------|-----------|---------|---------|---------|-----------|
| Mission Street Excelsior                      | ST158  | 4-CON | Cap&TradeAHSCFY21             | 582,903   |           |         |         |         | 582,903   |
| Mission Street Excelsior                      | ST158  | 4-CON | GeneralFundPopBaseStreetsFY20 | 3,633,783 |           |         |         |         | 3,633,783 |
| Mission Street Excelsior                      | ST158  | 4-CON | GeneralFundPopBaseStreetsFY22 | 1,500,000 |           |         |         |         | 1,500,000 |
| Mission Street Excelsior                      | ST158  | 4-CON | PropAANoSubTypeFY23           | 1,000,000 |           |         |         |         | 1,000,000 |
| Valencia Street Bikeway Implementation Plan   | ST165  | 3-DD  | GeneralFundPopBaseStreetsFY20 | 1,168,000 |           |         |         |         | 1,168,000 |
| Valencia Street Bikeway Implementation Plan   | ST165  | 3-DD  | GeneralFundPopBaseStreetsFY23 | 213,000   |           |         |         |         | 213,000   |
| Valencia Street Bikeway Implementation Plan   | ST165  | 3-DD  | IPICMOFY21                    | 395,000   |           |         |         |         | 395,000   |
| Valencia Street Bikeway Implementation Plan   | ST165  | 3-DD  | SalesTax(PropK)EP39           |           | 1,000,000 |         |         |         | 1,000,000 |
| Terry Francois Boulevard Bikeway Improvements | ST169  | 4-CON | GeneralFundPopBaseStreetsFY25 |           |           | 139,498 |         |         | 139,498   |
| Terry Francois Boulevard Bikeway Improvements | ST169  | 4-CON | Pier70NoSubTypeFY23           |           |           | 168,501 |         |         | 168,501   |
| Terry Francois Boulevard Bikeway Improvements | ST169  | 4-CON | Pier70NoSubTypeFY24           |           |           | 64,672  |         |         | 64,672    |
| Terry Francois Boulevard Bikeway Improvements | ST169  | 4-CON | Pier70NoSubTypeFY25           |           |           | 356,906 |         |         | 356,906   |
| Terry Francois Boulevard Bikeway Improvements | ST169  | 4-CON | Pier70NoSubTypeFY26           |           |           | 356,906 |         |         | 356,906   |
| 13th St Protected Bike Lanes                  | ST177  | 4-CON | Cap&TradeAHSCFY18             | 1,813,100 |           |         |         |         | 1,813,100 |
| 13th St Protected Bike Lanes                  | ST177  | 4-CON | LPPFormulaFunds               | 550,000   |           |         |         |         | 550,000   |
| 13th St Protected Bike Lanes                  | ST177  | 4-CON | SHOPPNoSubType                | 2,115,000 |           |         |         |         | 2,115,000 |
| Lake Merced Pedestrian Safety                 | ST181  | 4-CON | SalesTax(PropK)EP40           |           | 900,445   |         |         |         | 900,445   |

Capital Projects by Phase & Funding Source

| Project Name                                            | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025 | FY 2026   | FY 2027   | Total     |
|---------------------------------------------------------|--------|-------|-------------------------------|-----------|-----------|---------|-----------|-----------|-----------|
| Ocean Avenue Safety Improvements                        | ST183  | 1-PLN | SalesTax(PropK)EP39           | 110,000   |           |         |           |           | 110,000   |
| Ocean Avenue Safety Improvements                        | ST183  | 2-PE  | SalesTax(PropK)EP39           | 250,000   |           |         |           |           | 250,000   |
| Citywide Daylighting                                    | ST185  | 2-PE  | SalesTax(PropK)EP40           | 318,000   |           |         |           |           | 318,000   |
| Citywide Daylighting                                    | ST185  | 4-CON | CapitalContingencyReserve     | 202,795   |           |         |           |           | 202,795   |
| Bayview CBTP Implementation                             | ST195  | 4-CON | GeneralFundPopBaseStreetsFY26 |           |           |         | 2,312,134 |           | 2,312,134 |
| Bayview CBTP Implementation                             | ST195  | 2-PE  | GeneralFundPopBaseStreetsFY23 | 1,000,000 |           |         |           |           | 1,000,000 |
| Bayview CBTP Implementation                             | ST195  | 3-DD  | CapitalContingencyReserve     | 1,100,000 | 1,500,000 |         |           |           | 2,600,000 |
| Bayview CBTP Implementation                             | ST195  | 4-CON | ATP                           |           |           |         | 5,696,200 |           | 5,696,200 |
| Bayview CBTP Implementation                             | ST195  | 4-CON | Cap&TradeAHSCFY27             |           |           |         |           | 3,291,580 | 3,291,580 |
| Bayview CBTP Implementation                             | ST195  | 4-CON | PropAANoSubTypeFY27           |           |           |         |           | 1,000,000 | 1,000,000 |
| Bayview CBTP Implementation                             | ST195  | 4-CON | SalesTax(PropK)EP38           | 2,280,000 |           |         |           |           | 2,280,000 |
| Bayview CBTP Implementation                             | ST195  | 4-CON | TDAArticle3FY27               |           |           |         |           | 460,086   | 460,086   |
| Bayview CBTP Near Term Implementation                   | ST197  | 4-CON | GeneralFundPopBaseStreetsFY19 | 340,000   |           |         |           |           | 340,000   |
| Bayview CBTP Near Term Implementation                   | ST197  | 4-CON | SalesTax(PropK)EP38           | 85,000    |           |         |           |           | 85,000    |
| Program: Annual Traffic Calming Removal and Replacement | ST203  | 1-PLN | GeneralFundPopBaseStreetsFY23 | 3,843     |           |         |           |           | 3,843     |
| Program: Annual Traffic Calming Removal and Replacement | ST203  | 1-PLN | GeneralFundPopBaseStreetsFY24 |           | 3,958     |         |           |           | 3,958     |
| Program: Annual Traffic Calming Removal and Replacement | ST203  | 1-PLN | GeneralFundPopBaseStreetsFY25 |           |           | 4,077   |           |           | 4,077     |
| Program: Annual Traffic Calming Removal and Replacement | ST203  | 3-DD  | GeneralFundPopBaseStreetsFY23 | 38,431    |           |         |           |           | 38,431    |

Capital Projects by Phase & Funding Source

| Project Name                                            | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024 | FY 2025   | FY 2026   | FY 2027   | Total     |
|---------------------------------------------------------|--------|-------|-------------------------------|---------|---------|-----------|-----------|-----------|-----------|
| Program: Annual Traffic Calming Removal and Replacement | ST203  | 3-DD  | GeneralFundPopBaseStreetsFY24 |         | 39,584  |           |           |           | 39,584    |
| Program: Annual Traffic Calming Removal and Replacement | ST203  | 3-DD  | GeneralFundPopBaseStreetsFY25 |         |         | 40,772    |           |           | 40,772    |
| Program: Annual Traffic Calming Removal and Replacement | ST203  | 4-CON | GeneralFundPopBaseStreetsFY23 | 69,496  |         |           |           |           | 69,496    |
| Program: Annual Traffic Calming Removal and Replacement | ST203  | 4-CON | GeneralFundPopBaseStreetsFY24 |         | 73,665  |           |           |           | 73,665    |
| Program: Annual Traffic Calming Removal and Replacement | ST203  | 4-CON | GeneralFundPopBaseStreetsFY25 |         |         | 78,085    |           |           | 78,085    |
| Brannan Street Streetscape                              | ST235  | 2-PE  | GeneralFundPopBaseStreetsFY23 | 240,000 |         |           |           |           | 240,000   |
| Business TDM                                            | ST236  | 4-CON | SalesTax(PropK)EP43           |         | 200,000 |           |           |           | 200,000   |
| Condition Assessment                                    | ST237  | 1-PLN | GeneralFundPopBaseStreetsFY25 |         |         | 300,000   |           |           | 300,000   |
| Ocean Beach Master Plan - Sloat/Great Highway           | ST239  | 4-CON | GeneralFundPopBaseStreetsFY27 |         |         |           |           | 1,050,000 | 1,050,000 |
| Ocean Beach Master Plan - Sloat/Great Highway           | ST239  | 4-CON | GeneralFundPopBaseStreetsFY26 |         |         |           | 1,154,490 |           | 1,154,490 |
| Ocean Beach Master Plan - Sloat/Great Highway           | ST239  | 4-CON | GeneralFundPopBaseStreetsFY25 |         |         | 2,300,000 |           |           | 2,300,000 |
| Ocean Beach Master Plan - Sloat/Great Highway           | ST239  | 4-CON | GeneralFundPopBaseStreetsFY26 |         |         |           | 1,045,510 |           | 1,045,510 |
| Program: Citywide Vision Zero Quick Build               | ST240  | 3-DD  | CCSFTNCFY23                   | 648,450 |         |           |           |           | 648,450   |

Capital Projects by Phase & Funding Source

| Project Name                              | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|-------------------------------------------|--------|-------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Program: Citywide Vision Zero Quick Build | ST240  | 3-DD  | CCSFTNCFY24                   |           | 648,450   |           |           |           | 648,450   |
| Program: Citywide Vision Zero Quick Build | ST240  | 3-DD  | CCSFTNCFY25                   |           |           | 648,450   |           |           | 648,450   |
| Program: Citywide Vision Zero Quick Build | ST240  | 3-DD  | CCSFTNCFY26                   |           |           |           | 648,450   |           | 648,450   |
| Program: Citywide Vision Zero Quick Build | ST240  | 3-DD  | CCSFTNCFY27                   |           |           |           |           | 648,450   | 648,450   |
| Program: Citywide Vision Zero Quick Build | ST240  | 3-DD  | GeneralFundPopBaseStreetsFY22 | 479,575   |           |           |           |           | 479,575   |
| Program: Citywide Vision Zero Quick Build | ST240  | 3-DD  | GeneralFundPopBaseStreetsFY24 |           | 479,575   |           |           |           | 479,575   |
| Program: Citywide Vision Zero Quick Build | ST240  | 3-DD  | GeneralFundPopBaseStreetsFY25 |           |           | 479,575   |           |           | 479,575   |
| Program: Citywide Vision Zero Quick Build | ST240  | 4-CON | CapitalContingencyReserve     |           | 2,545,601 |           |           |           | 2,545,601 |
| Program: Citywide Vision Zero Quick Build | ST240  | 4-CON | CapitalContingencyReserve     |           |           | 2,545,601 |           |           | 2,545,601 |
| Program: Citywide Vision Zero Quick Build | ST240  | 4-CON | CCSFTNCFY23                   | 3,326,374 |           |           |           |           | 3,326,374 |
| Program: Citywide Vision Zero Quick Build | ST240  | 4-CON | CCSFTNCFY24                   |           | 3,326,374 |           |           |           | 3,326,374 |
| Program: Citywide Vision Zero Quick Build | ST240  | 4-CON | CCSFTNCFY25                   |           |           | 3,326,374 |           |           | 3,326,374 |
| Program: Citywide Vision Zero Quick Build | ST240  | 4-CON | CCSFTNCFY26                   |           |           |           | 3,326,374 |           | 3,326,374 |
| Program: Citywide Vision Zero Quick Build | ST240  | 4-CON | CCSFTNCFY27                   |           |           |           |           | 3,326,374 | 3,326,374 |

| Project Name                                | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|---------------------------------------------|--------|-------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Program: Citywide Vision Zero Quick Build   | ST240  | 3-DD  | GeneralFundPopBaseStreetsFY26 |           |           |           | 479,575   |           | 479,575   |
| Program: Citywide Vision Zero Quick Build   | ST240  | 3-DD  | GeneralFundPopBaseStreetsFY27 |           |           |           |           | 479,575   | 479,575   |
| Program: Citywide Vision Zero Quick Build   | ST240  | 4-CON | GeneralFundPopBaseStreetsFY26 |           |           |           | 2,545,601 |           | 2,545,601 |
| Program: Citywide Vision Zero Quick Build   | ST240  | 4-CON | GeneralFundPopBaseStreetsFY27 |           |           |           |           | 2,545,601 | 2,545,601 |
| Program: Citywide Vision Zero Quick Build   | ST240  | 4-CON | GeneralFundPopBaseStreetsFY21 | 515,000   |           |           |           |           | 515,000   |
| Program: Citywide Vision Zero Quick Build   | ST240  | 4-CON | GeneralFundPopBaseStreetsFY23 | 2,030,601 |           |           |           |           | 2,030,601 |
| Program: Tenderloin Vision Zero Quick Build | ST241  | 3-DD  | CCSFTNCFY23                   | 216,150   |           |           |           |           | 216,150   |
| Program: Tenderloin Vision Zero Quick Build | ST241  | 3-DD  | CCSFTNCFY24                   |           | 216,150   |           |           |           | 216,150   |
| Program: Tenderloin Vision Zero Quick Build | ST241  | 3-DD  | CCSFTNCFY25                   |           |           | 216,150   |           |           | 216,150   |
| Program: Tenderloin Vision Zero Quick Build | ST241  | 3-DD  | CCSFTNCFY26                   |           |           |           | 216,150   |           | 216,150   |
| Program: Tenderloin Vision Zero Quick Build | ST241  | 3-DD  | CCSFTNCFY27                   |           |           |           |           | 216,150   | 216,150   |
| Program: Tenderloin Vision Zero Quick Build | ST241  | 4-CON | CCSFTNCFY23                   | 1,224,850 |           |           |           |           | 1,224,850 |
| Program: Tenderloin Vision Zero Quick Build | ST241  | 4-CON | CCSFTNCFY24                   |           | 1,224,850 |           |           |           | 1,224,850 |
| Program: Tenderloin Vision Zero Quick Build | ST241  | 4-CON | CCSFTNCFY25                   |           |           | 1,224,850 |           |           | 1,224,850 |

| Project Name                                | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|---------------------------------------------|--------|-------|-------------------------------|---------|-----------|-----------|-----------|-----------|-----------|
| Program: Tenderloin Vision Zero Quick Build | ST241  | 4-CON | CCSFTNCFY26                   |         |           |           | 1,224,850 |           | 1,224,850 |
| Program: Tenderloin Vision Zero Quick Build | ST241  | 4-CON | CCSFTNCFY27                   |         |           |           |           | 1,224,850 | 1,224,850 |
| Residents TDM                               | ST243  | 4-CON | SalesTax(PropK)EP43           |         | 200,000   |           | 200,000   |           | 400,000   |
| Visitacion Valley CBTP                      | ST246  | 3-DD  | GeneralFundPopBaseStreetsFY24 |         | 500,000   |           |           |           | 500,000   |
| Visitacion Valley CBTP                      | ST246  | 4-CON | Cap&TradeAHSCFY25             |         |           | 3,291,580 |           |           | 3,291,580 |
| Visitacion Valley CBTP                      | ST246  | 4-CON | GeneralFundPopBaseStreetsFY24 |         | 1,208,420 |           |           |           | 1,208,420 |
| Motorcycle Safety Education, Enforcement    | ST248  | 4-CON | OTSNoSubTypeFY23              | 91,288  |           |           |           |           | 91,288    |
| Motorcycle Safety Education, Enforcement    | ST248  | 4-CON | OTSNoSubTypeFY24              |         | 91,288    |           |           |           | 91,288    |
| Motorcycle Safety Education, Enforcement    | ST248  | 4-CON | OTSNoSubTypeFY25              |         |           | 91,288    |           |           | 91,288    |
| Motorcycle Safety Education, Enforcement    | ST248  | 4-CON | OTSNoSubTypeFY26              |         |           |           | 91,288    |           | 91,288    |
| Motorcycle Safety Education, Enforcement    | ST248  | 4-CON | OTSNoSubTypeFY27              |         |           |           |           | 91,288    | 91,288    |
| SF Existing Residents TDM Program           | ST249  | 4-CON | SalesTax(PropK)EP43           | 350,000 |           |           |           |           | 350,000   |
| Bike to Work Day                            | ST250  | 4-CON | SalesTax(PropK)EP39           | 43,011  | 44,301    | 45,630    | 46,999    | 48,409    | 228,350   |
| TDM for Tourists                            | ST252  | 1-PLN | SalesTax(PropK)EP43           |         | 65,000    |           |           |           | 65,000    |
| TDM: Bicycle Outreach and Education         | ST253  | 1-PLN | GeneralFundPopBaseStreetsFY21 | 103,000 |           |           |           |           | 103,000   |
| TDM: Bicycle Outreach and Education         | ST253  | 1-PLN | GeneralFundPopBaseStreetsFY22 |         | 106,090   |           |           |           | 106,090   |
| TDM: Bicycle Outreach and Education         | ST253  | 1-PLN | GeneralFundPopBaseStreetsFY22 |         |           | 109,273   |           |           | 109,273   |
| TDM: Bicycle Outreach and Education         | ST253  | 1-PLN | GeneralFundPopBaseStreetsFY26 |         |           |           | 112,551   |           | 112,551   |

Capital Projects by Phase & Funding Source

| Project Name                                               | CIP ID  | Phase | Funding Source                | FY 2023 | FY 2024   | FY 2025   | FY 2026   | FY 2027    | Total      |
|------------------------------------------------------------|---------|-------|-------------------------------|---------|-----------|-----------|-----------|------------|------------|
| TDM: Bicycle Outreach and Education                        | ST253   | 1-PLN | GeneralFundPopBaseStreetsFY27 |         |           |           |           | 115,927    | 115,927    |
| Travel Decision Survey                                     | ST254   | 1-PLN | OperatingFundBalanceAnnual    | 150,000 |           |           |           |            | 150,000    |
| Place Based PLN Program (prev Context Sensitive Plan Prog) | ST255   | 1-PLN | OperatingFundBalanceAnnual    | 150,000 |           |           |           |            | 150,000    |
| Comprehensive Employee TDM Program                         | ST257   | 4-CON | SalesTax(PropK)EP43           |         | 156,000   |           |           |            | 156,000    |
| Howard Streetscape                                         | STNEW_1 | 3-DD  | CapitalContingencyReserve     | 143,125 |           |           |           |            | 143,125    |
| Howard Streetscape                                         | STNEW_1 | 3-DD  | GeneralFundPopBaseStreetsFY21 | 97,000  |           |           |           |            | 97,000     |
| Howard Streetscape                                         | STNEW_1 | 3-DD  | GeneralFundPopBaseStreetsFY22 | 484,637 |           |           |           |            | 484,637    |
| Howard Streetscape                                         | STNEW_1 | 3-DD  | GeneralFundPopBaseStreetsFY23 | 644,288 |           |           |           |            | 644,288    |
| Howard Streetscape                                         | STNEW_1 | 3-DD  | IPICSOMAFY23                  |         | 921,950   |           |           |            | 921,950    |
| Howard Streetscape                                         | STNEW_1 | 4-CON | ATP                           |         |           | 5,696,200 |           |            | 5,696,200  |
| Howard Streetscape                                         | STNEW_1 | 4-CON | Cap&TradeAHSCFY26             |         |           |           | 3,291,580 |            | 3,291,580  |
| Howard Streetscape                                         | STNEW_1 | 4-CON | IPICSOMAFY26                  |         |           |           | 586,032   |            | 586,032    |
| Howard Streetscape                                         | STNEW_1 | 4-CON | IPICSOMAFY27                  |         |           |           |           | 18,118,116 | 18,118,116 |
| Howard Streetscape                                         | STNEW_1 | 4-CON | RaiseFY23                     |         |           | 5,834,850 |           |            | 5,834,850  |
| Howard Streetscape                                         | STNEW_1 | 4-CON | PropAANoSubTypeFY25           |         |           | 1,000,000 |           |            | 1,000,000  |
| Howard Streetscape                                         | STNEW_1 | 4-CON | GeneralFundPopBaseStreetsFY27 |         |           |           |           | 2,218,950  | 2,218,950  |
| Howard Streetscape                                         | STNEW_1 | 4-CON | GeneralFundPopBaseStreetsFY26 |         |           |           | 3,254,272 |            | 3,254,272  |
| Central Embarcadero Enhancement                            | STNEW_5 | 4-CON | PropAANoSubTypeFY24           |         | 1,000,000 |           |           |            | 1,000,000  |
| South Embarcadero Enhancement                              | STNEW_9 | 2-PE  | CapitalContingencyReserve     | 250,000 |           |           |           |            | 250,000    |
| South Embarcadero Enhancement                              | STNEW_9 | 3-DD  | GeneralFundPopBaseStreetsFY25 |         |           | 284,036   |           |            | 284,036    |
| South Embarcadero Enhancement                              | STNEW_9 | 3-DD  | TDAArticle3FY24               |         | 465,964   |           |           |            | 465,964    |
| South Embarcadero Enhancement                              | STNEW_9 | 4-CON | PropAANoSubTypeFY26           |         |           |           | 1,000,000 |            | 1,000,000  |
| South Embarcadero Enhancement                              | STNEW_9 | 4-CON | GeneralFundPopBaseStreetsFY26 |         |           |           | 1,000,000 |            | 1,000,000  |
| South Embarcadero Enhancement                              | STNEW_9 | 4-CON | GeneralFundPopBaseStreetsFY27 |         |           |           |           | 2,000,000  | 2,000,000  |
| Geary Phase 2                                              | TO081   | 3-DD  | GeneralFundPopBaseStreetsFY23 | 325,850 |           |           |           |            | 325,850    |

Capital Projects by Phase & Funding Source

| Project Name  | CIP ID | Phase | Funding Source                | FY 2023    | FY 2024    | FY 2025    | FY 2026    | FY 2027    | Total       |
|---------------|--------|-------|-------------------------------|------------|------------|------------|------------|------------|-------------|
| Geary Phase 2 | TO081  | 3-DD  | GeneralFundPopBaseStreetsFY24 |            | 139,650    |            |            |            | 139,650     |
| Geary Phase 2 | TO081  | 4-CON | GeneralFundPopBaseStreetsFY23 | 400,000    | 706,524    |            |            |            | 1,106,524   |
| Geary Phase 2 | TO081  | 4-CON | GeneralFundPopBaseStreetsFY24 |            | 793,476    |            |            |            | 793,476     |
| Geary Phase 2 | TO081  | 4-CON | GeneralFundPopBaseStreetsFY25 |            |            | 2,634,500  |            |            | 2,634,500   |
| Grand Total   |        |       |                               | 53,293,356 | 37,340,704 | 52,124,106 | 33,168,063 | 64,702,131 | 240,628,360 |

Taxi

| Project Name                                | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total   |
|---------------------------------------------|--------|-------|-------------------------------|---------|---------|---------|---------|---------|---------|
| Alternative Fuel Vehicle Incentives Program | TA050  | 4-CON | TFCAPMFY24                    |         | 196,644 |         |         |         | 196,644 |
| Alternative Fuel Vehicle Incentives Program | TA050  | 4-CON | TFCAPMFY25                    |         |         | 196,644 |         |         | 196,644 |
| Ramp Taxi Incentive Program                 | TA056  | 4-CON | SalesTax(PropK)EP23           | 125,000 | 125,000 |         |         |         | 250,000 |
| SFMTA Mobility Management                   | TA058  | 4-CON | 5310NoSubTypeFY23             | 528,490 |         |         |         |         | 528,490 |
| SFMTA Mobility Management                   | TA058  | 4-CON | 5310NoSubTypeFY25             |         |         | 528,490 |         |         | 528,490 |
| SFMTA Mobility Management                   | TA058  | 4-CON | 5310NoSubTypeFY27             |         |         |         |         | 528,490 | 528,490 |
| Taxi Stand Expansion and Renovation         | TA051  | 4-CON | GeneralFundPopBaseStreetsFY24 |         | 399     |         |         |         | 399     |
| Taxi Stand Expansion and Renovation         | TA051  | 4-CON | GeneralFundPopBaseStreetsFY25 |         |         | 7,976   |         |         | 7,976   |
| Taxi Stand Expansion and Renovation         | TA051  | 4-CON | GeneralFundPopBaseStreetsFY26 |         |         |         | 8,682   |         | 8,682   |
| Taxi Stand Expansion and Renovation         | TA051  | 4-CON | GeneralFundPopBaseTransitFY24 |         | 27,215  |         |         |         | 27,215  |

| Project Name                        | CIP ID | Phase | Funding Source          | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total     |
|-------------------------------------|--------|-------|-------------------------|---------|---------|---------|---------|---------|-----------|
| Taxi Stand Expansion and Renovation | TA051  | 4-CON | TSFMaintenanceFundsFY24 |         | 2,564   |         |         |         | 2,564     |
| Grand Total                         |        |       |                         | 653,490 | 351,822 | 733,110 | 8,682   | 528,490 | 2,275,594 |

Transit Fixed Guideway

| Project Name                                  | CIP ID    | Phase | Funding Source          | FY 2023   | FY 2024   | FY 2025   | FY 2026 | FY 2027 | Total     |
|-----------------------------------------------|-----------|-------|-------------------------|-----------|-----------|-----------|---------|---------|-----------|
| Backup Battery Replacement for 12 substations | Dev-TF163 | 1-PLN | TSFExpansionFY23        | 29,000    |           |           |         |         | 29,000    |
| Backup Battery Replacement for 12 substations | Dev-TF163 | 2-PE  | TSFExpansionFY23        | 36,000    |           |           |         |         | 36,000    |
| Backup Battery Replacement for 12 substations | Dev-TF163 | 3-DD  | TSFExpansionFY23        | 177,000   |           |           |         |         | 177,000   |
| Cable Car Curved Track Replacement            | TF053     | 3-DD  | TCP_IIIA                | 450,000   |           |           |         |         | 450,000   |
| Cable Car Curved Track Replacement            | TF053     | 4-CON | 5337FGFY21              | 1,217,860 |           |           |         |         | 1,217,860 |
| Cable Car Curved Track Replacement            | TF053     | 4-CON | SalesTax(PropK)EP22M    | 8,377,997 |           |           |         |         | 8,377,997 |
| Cable Car Curved Track Replacement            | TF053     | 4-CON | TCP_IIIA                | 2,500,000 |           |           |         |         | 2,500,000 |
| Cable Car Curved Track Replacement            | TF053     | 4-CON | TCP_IIIA                |           | 1,143,354 | 2,000,000 |         |         | 3,143,354 |
| Cable Car Curved Track Replacement            | TF053     | 4-CON | TCPNoSubTypeFY22        |           | 2,338,789 |           |         |         | 2,338,789 |
| Cable Car Curved Track Replacement            | TF053     | 4-CON | TSFMaintenanceFundsFY23 | 550,000   |           |           |         |         | 550,000   |
| Cable Car Guideway SGR Program                | Dev-TF146 | 1-PLN | 5337FGFY21              | 399,140   |           |           |         |         | 399,140   |

| Project Name                                | CIP ID    | Phase | Funding Source                  | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027 | Total     |
|---------------------------------------------|-----------|-------|---------------------------------|-----------|-----------|-----------|-----------|---------|-----------|
| Cable Car Guideway SGR Program              | Dev-TF146 | 1-PLN | TCPNoSubTypeFY22                | 144,211   |           |           |           |         | 144,211   |
| Cable Car Guideway SGR Program              | Dev-TF146 | 1-PLN | TCPNoSubTypeFY23                |           | 1,217,860 |           |           |         | 1,217,860 |
| Cable Car Guideway SGR Program              | Dev-TF146 | 1-PLN | TCPNoSubTypeFY24                |           |           | 2,338,789 |           |         | 2,338,789 |
| Civic Center Substation                     | Dev-TF181 | 2-PE  | AB664NoSubTypeFY21              | 1,013,259 |           |           |           |         | 1,013,259 |
| Civic Center Substation                     | Dev-TF181 | 2-PE  | TCP_IIIA                        | 698,813   |           |           |           |         | 698,813   |
| Civic Center Substation                     | Dev-TF181 | 3-DD  | TCP_IIIA                        |           | 1,671,242 |           |           |         | 1,671,242 |
| Civic Center Substation                     | Dev-TF181 | 3-DD  | TCP_IIIA                        |           |           | 1,671,241 |           |         | 1,671,241 |
| Islais Creek Bridge Overhead Reconstruction | TF059     | 4-CON | TCPNoSubTypeFY23                |           |           |           | 2,500,000 |         | 2,500,000 |
| Islais Creek Bridge Overhead Reconstruction | TF059     | 4-CON | TCPNoSubTypeFY24                |           |           |           | 1,000,000 |         | 1,000,000 |
| Islais Creek Bridge Overhead Reconstruction | TF059     | 4-CON | TCPNoSubTypeFY25                |           |           |           | 2,387,928 |         | 2,387,928 |
| Metro Tunnel Special Trackwork              | TF073     | 3-DD  | 5337FGFY19                      | 234,490   |           |           |           |         | 234,490   |
| Metro Tunnel Special Trackwork              | TF073     | 3-DD  | 5337FGFY19                      | 542,934   |           |           |           |         | 542,934   |
| Metro Tunnel Special Trackwork              | TF073     | 3-DD  | AB664NoSubTypeFY21              | 392,600   |           |           |           |         | 392,600   |
| Metro Tunnel Special Trackwork              | TF073     | 3-DD  | AB664NoSubTypeFY21              | 502,790   |           |           |           |         | 502,790   |
| Metro Tunnel Special Trackwork              | TF073     | 3-DD  | BATAProjectSavingsNoSubTypeFY21 | 1,335,910 |           |           |           |         | 1,335,910 |

Capital Projects by Phase & Funding Source

| Project Name                   | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024    | FY 2025    | FY 2026   | FY 2027   | Total      |
|--------------------------------|--------|-------|-------------------------------|---------|------------|------------|-----------|-----------|------------|
| Metro Tunnel Special Trackwork | TF073  | 4-CON | 5337FGFY19                    |         | 518,486    |            |           |           | 518,486    |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | 5337FGFY19                    |         | 916,478    |            |           |           | 916,478    |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | 5337FGFY19                    |         | 726,963    |            |           |           | 726,963    |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | 5337FGFY21                    |         | 1,442,224  |            |           |           | 1,442,224  |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | GeneralFundPopBaseTransitFY25 |         |            | 14,088,952 |           |           | 14,088,952 |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | GeneralFundPopBaseTransitFY25 |         |            | 1,920,000  |           |           | 1,920,000  |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | GeneralFundPopBaseTransitFY25 |         |            | 1,110,196  |           |           | 1,110,196  |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | GeneralFundPopBaseTransitFY27 |         |            |            |           | 7,680,668 | 7,680,668  |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | SalesTax(PropK)EP22M          |         | 17,828,412 |            |           |           | 17,828,412 |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | TCP_IIIA                      |         |            | 4,000,000  |           |           | 4,000,000  |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | TCP_IIIA                      |         |            |            | 8,629,163 |           | 8,629,163  |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | TCPNoSubTypeFY23              |         | 23,037     |            |           |           | 23,037     |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | TCPNoSubTypeFY23              |         |            | 569,728    |           |           | 569,728    |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | TCPNoSubTypeFY24              |         |            | 1,583,499  |           |           | 1,583,499  |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | TCPNoSubTypeFY24              |         |            | 887,000    |           |           | 887,000    |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | TCPNoSubTypeFY24              |         |            | 1,000,000  |           |           | 1,000,000  |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | TCPNoSubTypeFY24              |         |            | 2,077,712  |           |           | 2,077,712  |
| Metro Tunnel Special Trackwork | TF073  | 4-CON | TCPNoSubTypeFY24              |         |            | 1,225,000  |           |           | 1,225,000  |

Capital Projects by Phase & Funding Source

| Project Name                           | CIP ID    | Phase | Funding Source                | FY 2023    | FY 2024 | FY 2025   | FY 2026   | FY 2027   | Total      |
|----------------------------------------|-----------|-------|-------------------------------|------------|---------|-----------|-----------|-----------|------------|
| Metro Tunnel Special Trackwork         | TF073     | 4-CON | TCPNoSubTypeFY25              |            |         |           | 488,932   |           | 488,932    |
| Metro Tunnel Special Trackwork         | TF073     | 4-CON | TCPNoSubTypeFY25              |            |         |           | 154,000   |           | 154,000    |
| Metro Tunnel Special Trackwork         | TF073     | 4-CON | TCPNoSubTypeFY26              |            |         |           |           | 6,000,000 | 6,000,000  |
| Metro Tunnel Special Trackwork         | TF073     | 4-CON | TSFMaintenanceFundsFY25       |            |         | 314,361   |           |           | 314,361    |
| Reserve Fixed Guideway                 | TF000     | 1-PLN | 5337FGFY21                    | 425,627    |         |           |           |           | 425,627    |
| Reserve Fixed Guideway                 | TF000     | 1-PLN | GeneralFundPopBaseStreetsFY24 |            | 64,462  |           |           |           | 64,462     |
| Reserve Fixed Guideway                 | TF000     | 1-PLN | GeneralFundPopBaseStreetsFY25 |            |         | 1,286,659 |           |           | 1,286,659  |
| Reserve Fixed Guideway                 | TF000     | 1-PLN | GeneralFundPopBaseStreetsFY26 |            |         |           | 1,400,604 |           | 1,400,604  |
| Reserve Fixed Guideway                 | TF000     | 1-PLN | SalesTax(PropK)EP22M          | 10,000,000 |         |           |           |           | 10,000,000 |
| Reserve Fixed Guideway                 | TF000     | 1-PLN | SB1SGRFY26                    |            |         |           | 12,864    |           | 12,864     |
| Reserve Fixed Guideway                 | TF000     | 1-PLN | TCP_IIIA                      |            | 71,663  | 242,079   |           | 5,684,035 | 5,997,777  |
| Reserve Fixed Guideway                 | TF000     | 1-PLN | TCPNoSubTypeFY26              |            |         |           |           | 782,213   | 782,213    |
| Rigid Traction Power Feasibility Study | Dev-TF148 | 1-PLN | AB664NoSubTypeFY21            | 241,086    |         |           |           |           | 241,086    |
| Rigid Traction Power Feasibility Study | Dev-TF148 | 1-PLN | TCPNoSubTypeFY22              | 964,346    |         |           |           |           | 964,346    |
| San Jose Substation Phase I            | TF071     | 4-CON | TCPNoSubTypeFY22              | 1,500,000  |         |           |           |           | 1,500,000  |
| Signal Interlock Replacement Phase 2   | Dev-TF167 | 1-PLN | AB664NoSubTypeFY21            | 36,000     |         |           |           |           | 36,000     |

Capital Projects by Phase & Funding Source

| Project Name                                | CIP ID    | Phase | Funding Source                | FY 2023 | FY 2024   | FY 2025   | FY 2026   | FY 2027 | Total     |
|---------------------------------------------|-----------|-------|-------------------------------|---------|-----------|-----------|-----------|---------|-----------|
| Signal Interlock Replacement Phase 2        | Dev-TF167 | 2-PE  | AB664NoSubTypeFY21            | 126,000 |           |           |           |         | 126,000   |
| Signal Interlock Replacement Phase 2        | Dev-TF167 | 3-DD  | 5337FGFY19                    | 363,925 |           |           |           |         | 363,925   |
| Signal Interlock Replacement Phase 2        | Dev-TF167 | 3-DD  | 5337FGFY19                    |         | 836,875   |           |           |         | 836,875   |
| Signal Interlock Replacement Phase 2        | Dev-TF167 | 3-DD  | AB664NoSubTypeFY21            | 138,200 |           |           |           |         | 138,200   |
| Special Trackwork Replacement (3 Locations) | TF090     | 4-CON | TCPNoSubTypeFY22              | 451,476 |           |           |           |         | 451,476   |
| Station Wayfinding Signage Upgrade Phase 2  | Dev-TF157 | 1-PLN | SB1SGRFY23                    | 75,000  |           |           |           |         | 75,000    |
| Station Wayfinding Signage Upgrade Phase 2  | Dev-TF157 | 3-DD  | SB1SGRFY23                    | 725,268 |           |           |           |         | 725,268   |
| Station Wayfinding Signage Upgrade Phase 2  | Dev-TF157 | 3-DD  | SB1SGRFY23                    |         | 24,732    |           |           |         | 24,732    |
| Station Wayfinding Signage Upgrade Phase 2  | Dev-TF157 | 4-CON | GeneralFundPopBaseTransitFY25 |         |           | 1,904,000 |           |         | 1,904,000 |
| Station Wayfinding Signage Upgrade Phase 2  | Dev-TF157 | 4-CON | SB1SGRFY24                    |         | 1,330,554 |           |           |         | 1,330,554 |
| Station Wayfinding Signage Upgrade Phase 2  | Dev-TF157 | 4-CON | SB1SGRFY26                    |         |           |           | 1,710,446 |         | 1,710,446 |
| Subway Biennial Tunnel Inspection           | Dev-TF149 | 4-CON | SB1SGRFY26                    |         |           |           | 229,921   |         | 229,921   |
| Subway Biennial Tunnel Inspection           | Dev-TF149 | 4-CON | TSFExpansionFY24              |         | 204,629   |           |           |         | 204,629   |

Capital Projects by Phase & Funding Source

| Project Name                                                 | CIP ID    | Phase | Funding Source     | FY 2023 | FY 2024   | FY 2025 | FY 2026 | FY 2027 | Total     |
|--------------------------------------------------------------|-----------|-------|--------------------|---------|-----------|---------|---------|---------|-----------|
| Subway Electrical Systems State of Good Repair (SGR) Program | TF023     | 1-PLN | SB1SGRFY22         | 860,103 |           |         |         |         | 860,103   |
| Subway Fire Life Safety State of Good Repair (SGR) Program   | TF022     | 1-PLN | SB1SGRFY22         | 215,000 |           |         |         |         | 215,000   |
| Subway GM4000A Switch Machine Replacement                    | Dev-TF162 | 1-PLN | AB664NoSubTypeFY21 | 280,000 |           |         |         |         | 280,000   |
| Subway GM4000A Switch Machine Replacement                    | Dev-TF162 | 2-PE  | 5337FGFY21         | 123,000 |           |         |         |         | 123,000   |
| Subway GM4000A Switch Machine Replacement                    | Dev-TF162 | 3-DD  | 5337FGFY19         | 714,000 |           |         |         |         | 714,000   |
| Subway Rail and Track Fastener Replacement                   | TF128     | 1-PLN | 5337FGFY19         | 160,000 |           |         |         |         | 160,000   |
| Subway Rail and Track Fastener Replacement                   | TF128     | 1-PLN | AB664NoSubTypeFY21 | 40,000  |           |         |         |         | 40,000    |
| Subway Rail and Track Fastener Replacement                   | TF128     | 2-PE  | 5337FGFY19         | 212,000 |           |         |         |         | 212,000   |
| Subway Rail and Track Fastener Replacement                   | TF128     | 2-PE  | AB664NoSubTypeFY21 | 53,000  |           |         |         |         | 53,000    |
| Subway Rail and Track Fastener Replacement                   | TF128     | 3-DD  | 5337FGFY19         | 536,000 |           |         |         |         | 536,000   |
| Subway Rail and Track Fastener Replacement                   | TF128     | 3-DD  | AB664NoSubTypeFY21 | 134,000 |           |         |         |         | 134,000   |
| Subway Rail and Track Fastener Replacement                   | TF128     | 4-CON | 5337FGFY19         |         | 1,461,119 |         |         |         | 1,461,119 |

Capital Projects by Phase & Funding Source

| Project Name                               | CIP ID | Phase | Funding Source                  | FY 2023 | FY 2024   | FY 2025   | FY 2026   | FY 2027 | Total     |
|--------------------------------------------|--------|-------|---------------------------------|---------|-----------|-----------|-----------|---------|-----------|
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | 5337FGFY21                      |         | 1,858,881 |           |           |         | 1,858,881 |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | AB664NoSubTypeFY21              |         | 830,000   |           |           |         | 830,000   |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | BATAProjectSavingsNoSubTypeFY21 | 215,000 |           |           |           |         | 215,000   |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | GeneralFundPopBaseTransitFY27   |         |           |           |           | 180,000 | 180,000   |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | SB1SGRFY26                      |         |           |           | 217,860   |         | 217,860   |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | TCPNoSubTypeFY24                |         |           | 5,000,000 |           |         | 5,000,000 |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | TCPNoSubTypeFY25                |         |           |           | 6,680,000 |         | 6,680,000 |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | TCPNoSubTypeFY25                |         |           |           | 1,250,000 |         | 1,250,000 |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | TCPNoSubTypeFY25                |         |           |           | 1,000,000 |         | 1,000,000 |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | TCPNoSubTypeFY25                |         |           |           | 82,140    |         | 82,140    |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | TCPNoSubTypeFY26                |         |           |           |           | 720,000 | 720,000   |
| Subway Rail and Track Fastener Replacement | TF128  | 4-CON | TSFMaintenanceFundsFY26         |         |           |           | 370,000   |         | 370,000   |

Capital Projects by Phase & Funding Source

| Project Name                                         | CIP ID    | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|------------------------------------------------------|-----------|-------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Subway Station Main Switchgear and Panel Replacement | Dev-TF175 | 2-PE  | SB1SGRFY22                    | 869,855   |           |           |           |           | 869,855   |
| Subway Station Main Switchgear and Panel Replacement | Dev-TF175 | 2-PE  | SB1SGRFY23                    | 803,271   |           |           |           |           | 803,271   |
| Subway Station Main Switchgear and Panel Replacement | Dev-TF175 | 3-DD  | SB1SGRFY22                    |           | 44,189    |           |           |           | 44,189    |
| Subway Station Main Switchgear and Panel Replacement | Dev-TF175 | 3-DD  | SB1SGRFY23                    |           | 1,696,729 |           |           |           | 1,696,729 |
| Subway Station Main Switchgear and Panel Replacement | Dev-TF175 | 3-DD  | SB1SGRFY24                    |           | 1,000,000 |           |           |           | 1,000,000 |
| Subway Station Main Switchgear and Panel Replacement | Dev-TF175 | 3-DD  | SB1SGRFY25                    |           |           | 3,000,000 |           |           | 3,000,000 |
| Subway Station Main Switchgear and Panel Replacement | Dev-TF175 | 3-DD  | SB1SGRFY26                    |           |           |           | 1,000,000 |           | 1,000,000 |
| Subway Structural Repairs                            | Dev-TF150 | 4-CON | GeneralFundPopBaseTransitFY25 |           |           | 1,000,000 |           |           | 1,000,000 |
| Subway Structural Repairs                            | Dev-TF150 | 4-CON | GeneralFundPopBaseTransitFY27 |           |           |           |           | 1,000,000 | 1,000,000 |
| Subway Structural Repairs                            | Dev-TF150 | 4-CON | SB1SGRFY22                    | 1,000,000 |           |           |           |           | 1,000,000 |
| Subway Structural Repairs                            | Dev-TF150 | 4-CON | SB1SGRFY23                    |           | 1,000,000 |           |           |           | 1,000,000 |
| Subway Structural Repairs                            | Dev-TF150 | 4-CON | SB1SGRFY26                    |           |           |           | 1,000,000 |           | 1,000,000 |

Capital Projects by Phase & Funding Source

| Project Name                                                                | CIP ID    | Phase | Funding Source     | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total   |
|-----------------------------------------------------------------------------|-----------|-------|--------------------|---------|---------|---------|---------|---------|---------|
| Subway Substation Fire and Entry Alarm Replacement                          | Dev-TF158 | 2-PE  | SB1SGRFY23         | 78,146  |         |         |         |         | 78,146  |
| Subway Substation Fire and Entry Alarm Replacement                          | Dev-TF158 | 3-DD  | SB1SGRFY23         |         | 40,446  |         |         |         | 40,446  |
| Subway Substation Fire and Entry Alarm Replacement                          | Dev-TF158 | 3-DD  | TSFExpansionFY24   |         | 157,564 |         |         |         | 157,564 |
| Subway Track Fastener & Rail Replacement State of Good Repair (SGR) Program | TF016     | 1-PLN | AB664NoSubTypeFY21 | 562,175 |         |         |         |         | 562,175 |
| Subway Track Fastener & Rail Replacement State of Good Repair (SGR) Program | TF016     | 1-PLN | TCP_IIIA           |         | 87,200  |         |         |         | 87,200  |
| Subway Track Fastener & Rail Replacement State of Good Repair (SGR) Program | TF016     | 1-PLN | TSFExpansionFY24   |         | 172,373 |         |         |         | 172,373 |
| Surface GM4000A Switch Machine Replacement                                  | Dev-TF164 | 1-PLN | 5337FGFY21         | 86,400  |         |         |         |         | 86,400  |
| Surface GM4000A Switch Machine Replacement                                  | Dev-TF164 | 1-PLN | TSFExpansionFY23   | 21,600  |         |         |         |         | 21,600  |
| Surface GM4000A Switch Machine Replacement                                  | Dev-TF164 | 2-PE  | 5337FGFY21         | 16,318  |         |         |         |         | 16,318  |

Capital Projects by Phase & Funding Source

| Project Name                                        | CIP ID    | Phase | Funding Source     | FY 2023 | FY 2024   | FY 2025 | FY 2026 | FY 2027 | Total     |
|-----------------------------------------------------|-----------|-------|--------------------|---------|-----------|---------|---------|---------|-----------|
| Surface GM4000A Switch Machine Replacement          | Dev-TF164 | 2-PE  | TSFExpansionFY23   | 31,682  |           |         |         |         | 31,682    |
| Surface GM4000A Switch Machine Replacement          | Dev-TF164 | 3-DD  | 5337FGFY19         |         | 68,200    |         |         |         | 68,200    |
| Surface GM4000A Switch Machine Replacement          | Dev-TF164 | 3-DD  | AB664NoSubTypeFY21 | 272,800 |           |         |         |         | 272,800   |
| Surface Special Trackwork Phase 1                   | Dev-TF160 | 2-PE  | AB664NoSubTypeFY21 | 323,600 |           |         |         |         | 323,600   |
| Surface Special Trackwork Phase 1                   | Dev-TF160 | 3-DD  | 5337FGFY19         |         | 1,065,360 |         |         |         | 1,065,360 |
| Surface Special Trackwork Phase 1                   | Dev-TF160 | 3-DD  | 5337FGFY21         |         |           | 266,340 |         |         | 266,340   |
| Surface Substation Fire and Entry Alarm Replacement | Dev-TF159 | 2-PE  | SB1SGRFY23         | 56,408  |           |         |         |         | 56,408    |
| Surface Substation Fire and Entry Alarm Replacement | Dev-TF159 | 2-PE  | SB1SGRFY24         |         | 56,408    |         |         |         | 56,408    |
| Surface Substation Fire and Entry Alarm Replacement | Dev-TF159 | 3-DD  | SB1SGRFY24         |         | 283,215   |         |         |         | 283,215   |
| Surface T3 Switch Machine Study                     | Dev-TF165 | 1-PLN | AB664NoSubTypeFY21 | 88,000  |           |         |         |         | 88,000    |
| Surface T3 Switch Machine Study                     | Dev-TF165 | 2-PE  | 5337FGFY19         | 66,065  |           |         |         |         | 66,065    |
| Surface T3 Switch Machine Study                     | Dev-TF165 | 2-PE  | 5337FGFY21         | 19,935  |           |         |         |         | 19,935    |
| Surface T3 Switch Machine Study                     | Dev-TF165 | 3-DD  | 5337FGFY21         | 221,717 |           |         |         |         | 221,717   |
| Surface T3 Switch Machine Study                     | Dev-TF165 | 3-DD  | AB664NoSubTypeFY21 | 81,283  |           |         |         |         | 81,283    |

Capital Projects by Phase & Funding Source

| Project Name                                  | CIP ID    | Phase | Funding Source     | FY 2023   | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total     |
|-----------------------------------------------|-----------|-------|--------------------|-----------|---------|---------|---------|---------|-----------|
| Surface T3 Switch Machine Study               | Dev-TF165 | 4-CON | 5337FGFY21         | 376,000   |         |         |         |         | 376,000   |
| Surface T3 Switch Machine Upgrade             | Dev-TF166 | 1-PLN | 5337FGFY19         | 257,160   |         |         |         |         | 257,160   |
| Surface T3 Switch Machine Upgrade             | Dev-TF166 | 1-PLN | TSFExpansionFY23   | 64,840    |         |         |         |         | 64,840    |
| Surface T3 Switch Machine Upgrade             | Dev-TF166 | 2-PE  | AB664NoSubTypeFY21 | 142,000   |         |         |         |         | 142,000   |
| Surface T3 Switch Machine Upgrade             | Dev-TF166 | 3-DD  | 5337FGFY19         | 1,078,750 |         |         |         |         | 1,078,750 |
| Surface T3 Switch Machine Upgrade             | Dev-TF166 | 3-DD  | AB664NoSubTypeFY21 | 909,250   |         |         |         |         | 909,250   |
| Surface Trackwork: Ocean Howth and 280        | Dev-TF161 | 2-PE  | AB664NoSubTypeFY21 | 29,500    |         |         |         |         | 29,500    |
| Surface Trackwork: Ocean Howth and 280        | Dev-TF161 | 3-DD  | 5337FGFY21         | 65,600    |         |         |         |         | 65,600    |
| Track Support Structure Replacement           | TF087     | 4-CON | TCPNoSubTypeFY22   | 1,908,133 |         |         |         |         | 1,908,133 |
| Track Support Structure Replacement Phase III | TF130     | 3-DD  | 5337FGFY21         | 698,000   |         |         |         |         | 698,000   |
| Track Support Structure Replacement Phase III | TF130     | 3-DD  | AB664NoSubTypeFY21 | 72,000    |         |         |         |         | 72,000    |
| Track Support Structure Replacement Phase III | TF130     | 3-DD  | TCP_IIIA           |           | 100,000 |         |         |         | 100,000   |
| Track Support Structure Replacement Phase III | TF130     | 3-DD  | TCPNoSubTypeFY22   |           | 400,000 |         |         |         | 400,000   |

Capital Projects by Phase & Funding Source

| Project Name                                      | CIP ID | Phase | Funding Source          | FY 2023   | FY 2024   | FY 2025   | FY 2026 | FY 2027 | Total     |
|---------------------------------------------------|--------|-------|-------------------------|-----------|-----------|-----------|---------|---------|-----------|
| Track Support Structure Replacement Phase III     | TF130  | 4-CON | SB1SGRFY24              |           | 550,000   |           |         |         | 550,000   |
| Track Support Structure Replacement Phase III     | TF130  | 4-CON | TCP_IIIA                |           |           | 1,904,000 |         |         | 1,904,000 |
| Track Support Structure Replacement Phase III     | TF130  | 4-CON | TCPNoSubTypeFY22        |           | 879,391   |           |         |         | 879,391   |
| Track Support Structure Replacement Phase III     | TF130  | 4-CON | TCPNoSubTypeFY23        |           | 1,061,000 |           |         |         | 1,061,000 |
| Track Support Structure Replacement Phase III     | TF130  | 4-CON | TCPNoSubTypeFY23        |           |           | 2,776,000 |         |         | 2,776,000 |
| Track Support Structure Replacement Phase III     | TF130  | 4-CON | TCPNoSubTypeFY25        |           |           | 720,000   |         |         | 720,000   |
| Track Support Structure Replacement Phase III     | TF130  | 4-CON | TSFExpansionFY24        |           | 1,539,609 |           |         |         | 1,539,609 |
| Track Support Structure Replacement Phase III     | TF130  | 4-CON | TSFMaintenanceFundsFY23 |           | 270,000   |           |         |         | 270,000   |
| Traction Power State of Good Repair (SGR) Program | TF017  | 1-PLN | TCPNoSubTypeFY22        | 465,654   |           |           |         |         | 465,654   |
| 158 Train Control System Upgrade                  | TF107  | 1-PLN | 5337FGFY21              | 1,075,183 |           |           |         |         | 1,075,183 |

Capital Projects by Phase & Funding Source

| Project Name                 | CIP ID | Phase | Funding Source                | FY 2023    | FY 2024    | FY 2025   | FY 2026   | FY 2027   | Total      |
|------------------------------|--------|-------|-------------------------------|------------|------------|-----------|-----------|-----------|------------|
| Train Control System Upgrade | TF107  | 1-PLN | RevBondNoSubTypeSeries2021    | 8,628,650  |            |           |           |           | 8,628,650  |
| Train Control System Upgrade | TF107  | 2-PE  | 5337FGFY21                    |            |            | 2,500,000 |           |           | 2,500,000  |
| Train Control System Upgrade | TF107  | 2-PE  | GeneralFundPopBaseTransitFY25 |            |            |           | 250,775   |           | 250,775    |
| Train Control System Upgrade | TF107  | 2-PE  | Cap&TradeTIRCPCycleFY24       |            | 5,905,000  |           |           |           | 5,905,000  |
| Train Control System Upgrade | TF107  | 2-PE  | RevBondNoSubTypeSeries2021    | 638,855    |            |           |           |           | 638,855    |
| Train Control System Upgrade | TF107  | 2-PE  | RevBondNoSubTypeSeries2021    |            | 14,371,815 |           |           |           | 14,371,815 |
| Train Control System Upgrade | TF107  | 2-PE  | RevBondNoSubTypeSeries2021    |            | 2,400,650  |           |           |           | 2,400,650  |
| Train Control System Upgrade | TF107  | 2-PE  | SalesTax(PropK)EP22M          | 18,850,785 |            |           |           |           | 18,850,785 |
| Train Control System Upgrade | TF107  | 2-PE  | SB1SGRFY25                    |            |            |           | 249,596   |           | 249,596    |
| Train Control System Upgrade | TF107  | 2-PE  | SB1SGRFY27                    |            |            |           |           | 2,500,000 | 2,500,000  |
| Train Control System Upgrade | TF107  | 2-PE  | TCP_IIIA                      |            |            |           | 1,084,020 |           | 1,084,020  |
| Train Control System Upgrade | TF107  | 2-PE  | TSFExpansionFY26              |            |            |           | 734,847   |           | 734,847    |
| Train Control System Upgrade | TF107  | 2-PE  | TSFMaintenanceFundsFY26       |            |            |           | 180,762   |           | 180,762    |
| Train Control System Upgrade | TF107  | 3-DD  | 5337FGFY21                    |            | 329,937    |           |           |           | 329,937    |
| Train Control System Upgrade | TF107  | 3-DD  | 5337FGFY21                    |            | 1,486,481  |           |           |           | 1,486,481  |
| Train Control System Upgrade | TF107  | 3-DD  | 5337FGFY21                    |            |            | 8,798,611 |           |           | 8,798,611  |
| Train Control System Upgrade | TF107  | 3-DD  | 5337FGFY21                    |            |            | 426,823   |           |           | 426,823    |
| Train Control System Upgrade | TF107  | 3-DD  | 5337FGFY21                    |            |            | 7,713,242 |           |           | 7,713,242  |

Capital Projects by Phase & Funding Source

| Project Name                 | CIP ID | Phase | Funding Source                | FY 2023 | FY 2024   | FY 2025   | FY 2026   | FY 2027    | Total      |
|------------------------------|--------|-------|-------------------------------|---------|-----------|-----------|-----------|------------|------------|
| Train Control System Upgrade | TF107  | 3-DD  | GeneralFundPopBaseTransitFY27 |         |           |           |           | 7,273,954  | 7,273,954  |
| Train Control System Upgrade | TF107  | 3-DD  | GeneralFundPopBaseTransitFY27 |         |           |           |           | 556,178    | 556,178    |
| Train Control System Upgrade | TF107  | 3-DD  | Cap&TradeTIRCPCycleFY25       |         |           | 4,034,375 |           |            | 4,034,375  |
| Train Control System Upgrade | TF107  | 3-DD  | Cap&TradeTIRCPCycleFY26       |         |           |           | 9,853,854 |            | 9,853,854  |
| Train Control System Upgrade | TF107  | 3-DD  | Cap&TradeTIRCPCycleFY26       |         |           |           | 4,251,625 |            | 4,251,625  |
| Train Control System Upgrade | TF107  | 3-DD  | Cap&TradeTIRCPCycleFY27       |         |           |           |           | 4,446,042  | 4,446,042  |
| Train Control System Upgrade | TF107  | 3-DD  | RevBondNoSubTypeSeries2021    |         | 3,021,649 |           |           |            | 3,021,649  |
| Train Control System Upgrade | TF107  | 3-DD  | RevBondNoSubTypeSeries2021    |         | 1,713,556 |           |           |            | 1,713,556  |
| Train Control System Upgrade | TF107  | 3-DD  | RevBondNoSubTypeSeries2021    |         | 360,122   |           |           |            | 360,122    |
| Train Control System Upgrade | TF107  | 3-DD  | RevBondNoSubTypeSeries2021    |         | 1,913,625 |           |           |            | 1,913,625  |
| Train Control System Upgrade | TF107  | 3-DD  | RevBondNoSubTypeSeries2021    |         | 917,697   |           |           |            | 917,697    |
| Train Control System Upgrade | TF107  | 3-DD  | RevBondNoSubTypeSeries2021    |         |           | 1,000,000 |           |            | 1,000,000  |
| Train Control System Upgrade | TF107  | 3-DD  | SalesTax(PropK)EP22M          |         |           | 4,548,536 | 7,167,844 |            | 11,716,380 |
| Train Control System Upgrade | TF107  | 3-DD  | SalesTax(PropK)EP22M          |         |           |           |           | 10,510,213 | 10,510,213 |
| Train Control System Upgrade | TF107  | 3-DD  | TCP_IIJA                      |         |           |           | 134,547   |            | 134,547    |
| Train Control System Upgrade | TF107  | 3-DD  | TCP_IIJA                      |         |           |           |           | 523,812    | 523,812    |
| Train Control System Upgrade | TF107  | 3-DD  | TCP_IIJA                      |         |           |           |           | 1,047,083  | 1,047,083  |
| Train Control System Upgrade | TF107  | 3-DD  | TCPNoSubTypeFY22              |         |           | 928,502   |           |            | 928,502    |
| Train Control System Upgrade | TF107  | 3-DD  | TCPNoSubTypeFY23              |         |           | 7,520,397 |           |            | 7,520,397  |

Capital Projects by Phase & Funding Source

| Project Name                 | CIP ID | Phase | Funding Source          | FY 2023 | FY 2024 | FY 2025    | FY 2026    | FY 2027   | Total      |
|------------------------------|--------|-------|-------------------------|---------|---------|------------|------------|-----------|------------|
| Train Control System Upgrade | TF107  | 3-DD  | TCPNoSubTypeFY24        |         |         |            | 10,110,073 |           | 10,110,073 |
| Train Control System Upgrade | TF107  | 3-DD  | TCPNoSubTypeFY25        |         |         |            | 723,087    |           | 723,087    |
| Train Control System Upgrade | TF107  | 3-DD  | TCPNoSubTypeFY25        |         |         |            |            | 134,547   | 134,547    |
| Train Control System Upgrade | TF107  | 3-DD  | TCPNoSubTypeFY26        |         |         |            | 14,708,116 |           | 14,708,116 |
| Train Control System Upgrade | TF107  | 3-DD  | TCPNoSubTypeFY26        |         |         |            |            | 916,938   | 916,938    |
| Train Control System Upgrade | TF107  | 3-DD  | TSFExpansionFY27        |         |         |            |            | 734,847   | 734,847    |
| Train Control System Upgrade | TF107  | 3-DD  | TSFMaintenanceFundsFY27 |         |         |            |            | 550,762   | 550,762    |
| Train Control System Upgrade | TF107  | 4-CON | 5337FGFY21              |         |         | 5,801,413  |            |           | 5,801,413  |
| Train Control System Upgrade | TF107  | 4-CON | Cap&TradeTIRCPCycleFY27 |         |         |            | 24,101,833 |           | 24,101,833 |
| Train Control System Upgrade | TF107  | 4-CON | Cap&TradeTIRCPCycleFY27 |         |         |            | 5,852,167  |           | 5,852,167  |
| Train Control System Upgrade | TF107  | 4-CON | Cap&TradeTIRCPCycleFY27 |         |         |            |            | 46,000    | 46,000     |
| Train Control System Upgrade | TF107  | 4-CON | Cap&TradeTIRCPCycleFY27 |         |         |            | 26,541,625 |           | 26,541,625 |
| Train Control System Upgrade | TF107  | 4-CON | SB1SGRFY26              |         |         |            | 129,697    |           | 129,697    |
| Train Control System Upgrade | TF107  | 4-CON | SB1SGRFY26              |         |         |            | 398,808    |           | 398,808    |
| Train Control System Upgrade | TF107  | 4-CON | SB1SGRFY27              |         |         |            |            | 2,249,596 | 2,249,596  |
| Train Control System Upgrade | TF107  | 4-CON | STIPNoSubTypeFY23       |         |         | 13,752,000 |            |           | 13,752,000 |
| Train Control System Upgrade | TF107  | 4-CON | STIPNoSubTypeFY26       |         |         |            | 10,642,000 |           | 10,642,000 |
| Train Control System Upgrade | TF107  | 4-CON | TCP_IIJA                |         |         |            | 1,000,000  |           | 1,000,000  |
| Train Control System Upgrade | TF107  | 4-CON | TCP_IIJA                |         |         |            | 1,710,446  |           | 1,710,446  |

Capital Projects by Phase & Funding Source

| Project Name                                       | CIP ID    | Phase | Funding Source     | FY 2023   | FY 2024 | FY 2025    | FY 2026    | FY 2027   | Total      |
|----------------------------------------------------|-----------|-------|--------------------|-----------|---------|------------|------------|-----------|------------|
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY22   |           |         | 30,358,920 |            |           | 30,358,920 |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY22   |           |         | 4,816,978  |            |           | 4,816,978  |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY23   |           |         |            | 28,302,003 |           | 28,302,003 |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY24   |           |         |            | 10,471,157 |           | 10,471,157 |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY24   |           |         |            | 2,545,326  |           | 2,545,326  |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY24   |           |         |            | 7,167,844  |           | 7,167,844  |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY25   |           |         |            | 2,704,000  |           | 2,704,000  |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY25   |           |         |            | 16,249,366 |           | 16,249,366 |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY26   |           |         |            |            | 3,986,000 | 3,986,000  |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY26   |           |         |            |            | 2,600,000 | 2,600,000  |
| Train Control System Upgrade                       | TF107     | 4-CON | TCPNoSubTypeFY26   |           |         |            |            | 3,361,302 | 3,361,302  |
| Twin Peaks Tunnel Ballast Monitoring and Repairing | Dev-TF200 | 3-DD  | 5337FGFY19         | 315,821   |         |            |            |           | 315,821    |
| Twin Peaks Tunnel Ballast Monitoring and Repairing | Dev-TF200 | 3-DD  | 5337FGFY19         |           | 353,065 |            |            |           | 353,065    |
| Twin Peaks Tunnel Ballast Monitoring and Repairing | Dev-TF200 | 3-DD  | 5337FGFY20         |           | 896,935 |            |            |           | 896,935    |
| Twin Peaks Tunnel Ballast Monitoring and Repairing | Dev-TF200 | 3-DD  | AB664NoSubTypeFY21 | 1,434,179 |         |            |            |           | 1,434,179  |
| Twin Peaks Tunnel Ballast Monitoring and Repairing | Dev-TF200 | 4-CON | 5337FGFY20         |           | 500,000 |            |            |           | 500,000    |

| Project Name                                       | CIP ID    | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026 | FY 2027 | Total     |
|----------------------------------------------------|-----------|-------|-------------------------------|-----------|-----------|-----------|---------|---------|-----------|
| Twin Peaks Tunnel Ballast Monitoring and Repairing | Dev-TF200 | 4-CON | 5337FGFY20                    |           |           | 313,625   |         |         | 313,625   |
| Twin Peaks Tunnel Ballast Monitoring and Repairing | Dev-TF200 | 4-CON | TCPNoSubTypeFY23              |           |           | 1,436,375 |         |         | 1,436,375 |
| Twin Peaks Tunnel Ballast Monitoring and Repairing | Dev-TF200 | 4-CON | TCPNoSubTypeFY25              |           |           |           | 750,000 |         | 750,000   |
| Twin Peaks Tunnel Liner Spall Repairs              | Dev-TF147 | 3-DD  | SB1SGRFY21                    | 1,850,000 |           |           |         |         | 1,850,000 |
| Twin Peaks Tunnel Liner Spall Repairs              | Dev-TF147 | 3-DD  | SB1SGRFY21                    |           | 650,000   |           |         |         | 650,000   |
| Twin Peaks Tunnel Liner Spall Repairs              | Dev-TF147 | 3-DD  | SB1SGRFY23                    |           | 249,596   |           |         |         | 249,596   |
| Twin Peaks Tunnel Liner Spall Repairs              | Dev-TF147 | 3-DD  | SB1SGRFY24                    |           | 250,404   |           |         |         | 250,404   |
| Twin Peaks Tunnel Liner Spall Repairs              | Dev-TF147 | 4-CON | SB1SGRFY24                    |           | 1,279,015 |           |         |         | 1,279,015 |
| Twin Peaks Tunnel Liner Spall Repairs              | Dev-TF147 | 4-CON | SB1SGRFY25                    |           |           | 1,350,000 |         |         | 1,350,000 |
| Twin Peaks Tunnel Liner Spall Repairs              | Dev-TF147 | 4-CON | SB1SGRFY25                    |           |           |           | 150,000 |         | 150,000   |
| Twin Peaks Tunnel Liner Spall Repairs              | Dev-TF147 | 4-CON | SB1SGRFY26                    |           |           |           | 50,000  |         | 50,000    |
| Twin Peaks Tunnel Liner Spall Repairs              | Dev-TF147 | 4-CON | TSMaintenanceFundsFY24        |           | 170,985   |           |         |         | 170,985   |
| Ultrasonic Rail Testing Phase 4                    | Dev-TF152 | 2-PE  | AB664NoSubTypeFY21            |           | 14,300    |           |         |         | 14,300    |
| Ultrasonic Rail Testing Phase 4                    | Dev-TF152 | 3-DD  | 5337FGFY21                    |           | 40,078    |           |         |         | 40,078    |
| Ultrasonic Rail Testing Phase 4                    | Dev-TF152 | 4-CON | AB664NoSubTypeFY21            |           | 6,266     |           |         |         | 6,266     |
| Ultrasonic Rail Testing Phase 4                    | Dev-TF152 | 4-CON | GeneralFundPopBaseTransitFY25 |           |           | 187,729   |         |         | 187,729   |
| Ultrasonic Rail Testing Phase 4                    | Dev-TF152 | 4-CON | GeneralFundPopBaseTransitFY27 |           |           |           |         | 68,245  | 68,245    |
| Ultrasonic Rail Testing Phase 4                    | Dev-TF152 | 4-CON | TCPNoSubTypeFY26              |           |           |           | 249,431 |         | 249,431   |

| Project Name                      | CIP ID | Phase | Funding Source     | FY 2023    | FY 2024    | FY 2025     | FY 2026     | FY 2027     | Total       |
|-----------------------------------|--------|-------|--------------------|------------|------------|-------------|-------------|-------------|-------------|
| Ultrasonic Rail Testing Phase III | TF132  | 4-CON | AB664NoSubTypeFY21 | 303,053    |            |             |             |             | 303,053     |
| Grand Total                       |        |       |                    | 80,953,703 | 81,812,620 | 148,373,082 | 162,083,082 | 120,048,060 | 593,270,547 |

Transit Optimization & Expansion

| Project Name                                                          | CIP ID | Phase | Funding Source                | FY 2023    | FY 2024   | FY 2025 | FY 2026   | FY 2027   | Total      |
|-----------------------------------------------------------------------|--------|-------|-------------------------------|------------|-----------|---------|-----------|-----------|------------|
| 14 Mission: Downtown TPP                                              | TO055  | 3-DD  | GeneralFundPopBaseTransitFY23 | 150,841    |           |         |           |           | 150,841    |
| 14 Mission: Downtown TPP                                              | TO055  | 4-CON | Cap&TradeAHSCFY23             | 4,500,000  |           |         |           |           | 4,500,000  |
| 14 Mission: Downtown TPP                                              | TO055  | 4-CON | SalesTax(PropK)EP1            | 12,554,233 |           |         |           |           | 12,554,233 |
| 14 Mission: Downtown TPP                                              | TO055  | 4-CON | GeneralFundPopBaseStreetsFY25 |            |           | 538,809 |           |           | 538,809    |
| 14 Mission: Outer Mission (South of Randall) Transit Priority Project | TO054  | 2-PE  | GeneralFundPopBaseStreetsFY26 |            |           |         | 1,520,000 |           | 1,520,000  |
| 14 Mission: Outer Mission (South of Randall) Transit Priority Project | TO054  | 3-DD  | GeneralFundPopBaseStreetsFY26 |            |           |         |           | 1,360,000 | 1,360,000  |
| 27 Bryant: Transit Reliability Project                                | TO070  | 2-PE  | IPICSOMAFY23                  | 100,000    |           |         |           |           | 100,000    |
| 27 Bryant: Transit Reliability Project                                | TO070  | 3-DD  | IPICSOMAFY23                  | 450,000    |           |         |           |           | 450,000    |
| 27 Bryant: Transit Reliability Project                                | TO070  | 4-CON | IPICSOMAFY23                  |            | 811,030   |         |           |           | 811,030    |
| 27 Bryant: Transit Reliability Project                                | TO070  | 4-CON | IPICSOMAFY24                  |            | 544,000   |         |           |           | 544,000    |
| 27 Bryant: Transit Reliability Project                                | TO070  | 4-CON | IPICSOMAFY25                  |            |           | 706,639 |           |           | 706,639    |
| 30 Stockton: 3rd Street Transit Priority Project (TPP)                | TO208  | 4-CON | GeneralFundPopBaseTransitFY24 |            | 3,457,126 |         |           |           | 3,457,126  |

Capital Projects by Phase & Funding Source

| Project Name                                           | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027   | Total     |
|--------------------------------------------------------|--------|-------|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| 30 Stockton: 3rd Street Transit Priority Project (TPP) | TO208  | 4-CON | IPICSOMAFY27                  |           |           |           |           | 6,600,000 | 6,600,000 |
| Bayview Community Shuttle                              | TONEW  | 1-PLN | CARBSTEPFY23                  | 1,451,396 |           |           |           |           | 1,451,396 |
| Bayview Community Shuttle                              | TONEW  | 4-CON | CARBSTEPFY23                  |           | 3,191,396 | 2,961,396 | 2,964,912 |           | 9,117,704 |
| Bus TSP                                                | TO198  | 4-CON | IPICSOMAFY23                  |           |           | 432,770   |           |           | 432,770   |
| Bus TSP                                                | TO198  | 4-CON | IPICSOMAFY25                  |           |           | 1,684,859 |           |           | 1,684,859 |
| Bus TSP                                                | TO198  | 4-CON | IPICSOMAFY26                  |           |           |           | 1,085,400 |           | 1,085,400 |
| Bus TSP                                                | TO198  | 4-CON | IPICSOMAFY27                  |           |           |           |           | 1,755,283 | 1,755,283 |
| Bus TSP                                                | TO198  | 4-CON | SalesTax(PropK)EP32           | 715,736   | 742,061   | 800,000   | 809,479   | 1,000,000 | 4,067,276 |
| Geary BRT Phase 2 (TO081)                              | TO081  | 4-CON | Cap&TradeLCTOPTPI             |           |           | 4,906,976 |           |           | 4,906,976 |
| Geary BRT Phase 2 (TO081)                              | TO081  | 4-CON | Cap&TradeAHSCFY25             |           |           | 3,291,580 |           |           | 3,291,580 |
| Geary BRT Phase 2 (TO081)                              | TO081  | 4-CON | GeneralFundPopBaseStreetsFY24 |           | 102,843   |           |           |           | 102,843   |
| Geary BRT Phase 2 (TO081)                              | TO081  | 4-CON | GeneralFundPopBaseStreetsFY25 |           |           | 6,067,531 |           |           | 6,067,531 |
| Geary BRT Phase 2 (TO081)                              | TO081  | 4-CON | GeneralFundPopBaseTransitFY23 | 787,463   |           |           |           |           | 787,463   |
| Geary BRT Phase 2 (TO081)                              | TO081  | 4-CON | GeneralFundPopBaseTransitFY24 |           | 421,887   |           |           |           | 421,887   |
| Geary BRT Phase 2 (TO081)                              | TO081  | 4-CON | GeneralFundPopBaseTransitFY25 |           |           | 2,082,964 |           |           | 2,082,964 |
| Geary BRT Phase 2 (TO081)                              | TO081  | 4-CON | TSFExpansionFY24              |           | 1,108,905 |           |           |           | 1,108,905 |
| Geneva/San Jose M-Line Terminal                        | TO202  | 1-PLN | SalesTax(PropK)EP13           | 498,000   |           |           |           |           | 498,000   |
| Geneva/San Jose M-Line Terminal                        | TO202  | 2-PE  | SalesTax(PropK)EP13           |           | 1,208,408 |           |           |           | 1,208,408 |
| J Church                                               | TO211  | 3-DD  | GeneralFundPopBaseTransitFY23 | 434,643   |           |           |           |           | 434,643   |

Capital Projects by Phase & Funding Source

| Project Name              | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025    | FY 2026   | FY 2027    | Total      |
|---------------------------|--------|-------|-------------------------------|-----------|-----------|------------|-----------|------------|------------|
| J Church                  | TO211  | 3-DD  | SalesTax(PropK)EP1            | 3,184,360 |           |            |           |            | 3,184,360  |
| J Church                  | TO211  | 4-CON | Cap&TradeTIRCPCycleFY25       |           |           | 20,000,000 |           |            | 20,000,000 |
| K Ingleside TPP           | TO212  | 2-PE  | GeneralFundPopBaseTransitFY24 |           | 300,000   |            |           |            | 300,000    |
| K Ingleside TPP           | TO212  | 3-DD  | Cap&TradeTIRCPCycleFY25       |           |           | 1,665,000  |           |            | 1,665,000  |
| K Ingleside TPP           | TO212  | 3-DD  | GeneralFundPopBaseTransitFY23 |           | 546,895   |            |           |            | 546,895    |
| K Ingleside TPP           | TO212  | 3-DD  | GeneralFundPopBaseTransitFY24 |           | 1,000,000 | 1,461,823  |           |            | 2,461,823  |
| K Ingleside TPP           | TO212  | 3-DD  | GeneralFundPopBaseStreetsFY25 |           |           | 631,282    |           |            | 631,282    |
| K Ingleside TPP           | TO212  | 4-CON | Cap&TradeTIRCPCycleFY27       |           |           |            |           | 13,334,400 | 13,334,400 |
| M Oceanview TPP           | TO213  | 3-DD  | GeneralFundPopBaseTransitFY23 | 182,843   |           |            |           |            | 182,843    |
| M Oceanview TPP           | TO213  | 3-DD  | GeneralFundPopBaseTransitFY24 |           | 2,157,157 |            |           |            | 2,157,157  |
| M Oceanview TPP           | TO213  | 3-DD  | PropAANoSubTypeFY23           | 1,000,000 |           |            |           |            | 1,000,000  |
| M Oceanview TPP           | TO213  | 3-DD  | TSFStreetsFY24                |           | 120,000   |            |           |            | 120,000    |
| M Oceanview TPP           | TO213  | 4-CON | Cap&TradeTIRCPCycleFY25       |           |           | 20,000,000 |           |            | 20,000,000 |
| N Judah: Judah Street TPP | TO214  | 2-PE  | GeneralFundPopBaseTransitFY23 | 248,960   |           |            |           |            | 248,960    |
| N Judah: Judah Street TPP | TO214  | 2-PE  | GeneralFundPopBaseTransitFY24 |           | 1,940,000 |            |           |            | 1,940,000  |
| N Judah: Judah Street TPP | TO214  | 3-DD  | GeneralFundPopBaseStreetsFY25 |           |           | 3,704,000  |           |            | 3,704,000  |
| N Judah: Judah Street TPP | TO214  | 3-DD  | GeneralFundPopBaseStreetsFY26 |           |           |            | 3,300,000 |            | 3,300,000  |
| N Judah: Judah Street TPP | TO214  | 4-CON | Cap&TradeTIRCPCycleFY27       |           |           |            |           | 20,000,000 | 20,000,000 |
| N Judah: Judah Street TPP | TO214  | 4-CON | GeneralFundPopBaseStreetsFY26 |           |           |            |           | 494,312    | 494,312    |
| N Judah: Judah Street TPP | TO214  | 4-CON | IPICHUBFY27                   |           |           |            |           | 6,180,688  | 6,180,688  |

Capital Projects by Phase & Funding Source

| Project Name                                   | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026   | FY 2027 | Total     |
|------------------------------------------------|--------|-------|-------------------------------|-----------|-----------|-----------|-----------|---------|-----------|
| Transbay Transit Center Traction Power Upgrade | TO227  | 4-CON | GeneralFundPopBaseTransitFY23 | 1,600,000 |           |           |           |         | 1,600,000 |
| 29 Sunset Muni Forward                         | TO222  | 3-DD  | Cap&TradeAHSCFY24             |           | 1,276,240 | 276,240   |           |         | 1,552,480 |
| 29 Sunset Muni Forward                         | TO222  | 3-DD  | PropAANoSubTypeFY24           |           | 1,000,000 |           |           |         | 1,000,000 |
| 29 Sunset Muni Forward                         | TO222  | 4-CON | Cap&TradeAHSCFY24             |           |           | 1,000,000 |           |         | 1,000,000 |
| 29 Sunset Muni Forward                         | TO222  | 4-CON | Cap&TradeAHSCFY26             |           |           |           | 3,291,580 |         | 3,291,580 |
| 29 Sunset Muni Forward                         | TO222  | 4-CON | GeneralFundPopBaseStreetsFY24 |           | 5,790,613 |           |           |         | 5,790,613 |
| 29 Sunset Muni Forward                         | TO222  | 4-CON | GeneralFundPopBaseTransitFY24 |           | 525,919   |           |           |         | 525,919   |
| 29 Sunset Muni Forward                         | TO222  | 4-CON | GeneralFundPopBaseTransitFY25 |           |           | 1,313,668 |           |         | 1,313,668 |
| 29 Sunset Muni Forward                         | TO222  | 4-CON | GeneralFundPopBaseStreetsFY26 |           |           |           |           | 784,982 |           |
| 29 Sunset Muni Forward                         | TO222  | 4-CON | TSFExpansionFY26              |           |           |           | 1,360,091 |         | 1,360,091 |
| Transit Reliability Spot Improvements          | TO077  | 2-PE  | TSFStreetsFY24                |           | 150,000   |           |           |         | 150,000   |
| Transit Reliability Spot Improvements          | TO077  | 2-PE  | TSFStreetsFY25                |           |           | 150,000   |           |         | 150,000   |
| Transit Reliability Spot Improvements          | TO077  | 2-PE  | TSFStreetsFY26                |           |           |           | 150,000   |         | 150,000   |
| Transit Reliability Spot Improvements          | TO077  | 2-PE  | TSFStreetsFY27                |           |           |           |           | 150,000 | 150,000   |
| Transit Reliability Spot Improvements          | TO077  | 3-DD  | TSFStreetsFY24                |           | 150,000   |           |           |         | 150,000   |

Capital Projects by Phase & Funding Source

| Project Name                                   | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024 | FY 2025   | FY 2026 | FY 2027   | Total     |
|------------------------------------------------|--------|-------|-------------------------------|-----------|---------|-----------|---------|-----------|-----------|
| Transit Reliability Spot Improvements          | TO077  | 3-DD  | TSFStreetsFY25                |           |         | 150,000   |         |           | 150,000   |
| Transit Reliability Spot Improvements          | TO077  | 3-DD  | TSFStreetsFY26                |           |         |           | 150,000 |           | 150,000   |
| Transit Reliability Spot Improvements          | TO077  | 3-DD  | TSFStreetsFY27                |           |         |           |         | 150,000   | 150,000   |
| Transit Reliability Spot Improvements          | TO077  | 4-CON | RM3CoreCapacityFY23           |           |         | 2,178,843 |         |           | 2,178,843 |
| Transit Reliability Spot Improvements          | TO077  | 4-CON | TSFExpansionFY27              |           |         |           |         | 1,404,216 | 1,404,216 |
| Transit Reliability Spot Improvements          | TO077  | 4-CON | GeneralFundPopBaseTransitFY24 |           | 366,190 | 486,653   |         |           | 852,843   |
| Transit Reliability Spot Improvements          | TO077  | 4-CON | GeneralFundPopBaseStreetsFY24 |           | 433,399 |           |         |           | 433,399   |
| Transit Reliability Spot Improvements          | TO077  | 4-CON | TSFExpansionFY23              | 1,054,033 |         |           |         |           | 1,054,033 |
| Bus Stop Lighting                              | TONEW  | 1-PLN | GeneralFundPopBaseTransitFY23 | 53,000    |         |           |         |           | 53,000    |
| Bus Stop Lighting                              | TONEW  | 2-PE  | GeneralFundPopBaseTransitFY23 | 116,070   |         |           |         |           | 116,070   |
| Bus Stop Lighting                              | TONEW  | 3-DD  | GeneralFundPopBaseTransitFY24 |           | 113,990 |           |         |           | 113,990   |
| Bus Stop Lighting                              | TONEW  | 3-DD  | GeneralFundPopBaseTransitFY23 | 113,910   |         |           |         |           | 113,910   |
| Transit Collision Reduction Spots Improvements | TO228  | 1-PLN | GeneralFundPopBaseStreetsFY24 |           | 100,000 |           |         |           | 100,000   |
| Transit Collision Reduction Spots Improvements | TO228  | 1-PLN | GeneralFundPopBaseStreetsFY25 |           |         | 53,242    |         |           | 53,242    |
| Transit Collision Reduction Spots Improvements | TO228  | 1-PLN | GeneralFundPopBaseTransitFY24 |           |         | 46,758    |         |           | 46,758    |

Capital Projects by Phase & Funding Source

| Project Name                                        | CIP ID | Phase | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026 | FY 2027 | Total     |
|-----------------------------------------------------|--------|-------|-------------------------------|-----------|-----------|-----------|---------|---------|-----------|
| Transit Collision Reduction Spots Improvements      | TO228  | 3-DD  | GeneralFundPopBaseStreetsFY24 |           | 100,000   |           |         |         | 100,000   |
| Transit Collision Reduction Spots Improvements      | TO228  | 3-DD  | GeneralFundPopBaseStreetsFY26 |           |           |           | 100,000 |         | 100,000   |
| Transit Collision Reduction Spots Improvements      | TO228  | 3-DD  | GeneralFundPopBaseStreetsFY26 |           |           |           |         | 100,000 | 100,000   |
| Transit Collision Reduction Spots Improvements      | TO228  | 3-DD  | TSFStreetsFY25                |           |           | 100,000   |         |         | 100,000   |
| Equity Strategy Improvements                        | TO205  | 3-DD  | GeneralFundPopBaseStreetsFY24 |           | 90,000    |           |         |         | 90,000    |
| Equity Strategy Improvements                        | TO205  | 3-DD  | GeneralFundPopBaseTransitFY23 | 90,000    |           |           |         |         | 90,000    |
| Equity Strategy Improvements                        | TO205  | 3-DD  | GeneralFundPopBaseStreetsFY25 |           |           | 90,000    |         |         | 90,000    |
| Equity Strategy Improvements                        | TO205  | 3-DD  | TSFStreetsFY26                |           |           |           | 90,000  |         | 90,000    |
| Equity Strategy Improvements                        | TO205  | 3-DD  | TSFStreetsFY27                |           |           |           |         | 90,000  | 90,000    |
| Bayshore Caltrain Station Upgrades                  | TO203  | 4-CON | SalesTax(PropK)EP27           |           | 2,000,000 | 1,500,000 |         |         | 3,500,000 |
| E/F Line Improvements: Fisherman's Wharf Relocation | TO215  | 1-PLN | SalesTax(PropK)EP11           | 100,000   |           |           |         |         | 100,000   |
| E/F Line Improvements: Fisherman's Wharf Relocation | TO215  | 2-PE  | SalesTax(PropK)EP11           | 250,000   |           |           |         |         | 250,000   |
| E/F Line Improvements: Fisherman's Wharf Relocation | TO215  | 4-CON | SalesTax(PropK)EP11           | 1,100,000 |           |           |         |         | 1,100,000 |

Capital Projects by Phase & Funding Source

| Project Name                                           | CIP ID | Phase     | Funding Source                | FY 2023   | FY 2024   | FY 2025   | FY 2026    | FY 2027 | Total      |
|--------------------------------------------------------|--------|-----------|-------------------------------|-----------|-----------|-----------|------------|---------|------------|
| E/F Line Improvements: Extension to Aquatic Park       | TO085  | 1-PLN     | SalesTax(PropK)EP11           | 100,000   |           |           |            |         | 100,000    |
| M-Line Park Merced Surface Realignment                 | TO219  | 2-PE      | ParkMercedFY23                |           |           | 6,950,650 |            |         | 6,950,650  |
| M-Line Park Merced Surface Realignment                 | TO219  | 3-DD      | ParkMercedFY23                |           |           |           | 12,908,350 |         | 12,908,350 |
| Powell Street Plaza & Transit Reliability Improvements | TO223  | 3-DD      | GeneralFundPopBaseTransitFY23 | 80,000    |           |           |            |         | 80,000     |
| Powell Street Plaza & Transit Reliability Improvements | TO223  | 3-DD      | TSFStreetsFY23                | 420,000   |           |           |            |         | 420,000    |
| Powell Street Plaza & Transit Reliability Improvements | TO223  | 4-CON     | ATP                           | 4,440,000 |           |           |            |         | 4,440,000  |
| Reserve Transit Optimization                           | TO000  | 5-Reserve | ParkMercedFY24                |           |           |           | 40,436,000 |         | 40,436,000 |
| Reserve Transit Optimization                           | TO000  | 5-Reserve | ParkMercedFY23                |           |           |           | 19,141,000 |         | 19,141,000 |
| N Judah: Judah Street Quick Build                      | TO229  | 4-CON     | TSFExpansionFY23              | 2,000,501 |           |           |            |         | 2,000,501  |
| N Judah: Judah Street Quick Build                      | TO229  | 4-CON     | GeneralFundPopBaseTransitFY23 | 1,156,304 |           |           |            |         | 1,156,304  |
| N Judah: Judah Street Quick Build                      | TO229  | 4-CON     | RM3CoreCapacityFY23           | 9,083     |           |           |            |         | 9,083      |
| Reserve Transit Optimization                           | TO000  | 5-Reserve | Cap&TradeAHSCFY23             | 2,083,160 |           |           |            |         | 2,083,160  |
| Reserve Transit Optimization                           | TO000  | 5-Reserve | Cap&TradeAHSCFY24             |           | 1,947,520 |           |            |         | 1,947,520  |

Capital Projects by Phase & Funding Source

| Project Name                 | CIP ID | Phase     | Funding Source                | FY 2023   | FY 2024   | FY 2025 | FY 2026 | FY 2027    | Total      |
|------------------------------|--------|-----------|-------------------------------|-----------|-----------|---------|---------|------------|------------|
| Reserve Transit Optimization | TO000  | 5-Reserve | Cap&TradeAHSCFY27             |           |           |         |         | 3,291,580  | 3,291,580  |
| Reserve Transit Optimization | TO000  | 5-Reserve | IPICHUBFY23                   | 339,200   |           |         |         |            | 339,200    |
| Reserve Transit Optimization | TO000  | 5-Reserve | IPICHUBFY24                   |           | 135,524   |         |         |            | 135,524    |
| Reserve Transit Optimization | TO000  | 5-Reserve | IPICHUBFY25                   |           |           | 628,448 |         |            | 628,448    |
| Reserve Transit Optimization | TO000  | 5-Reserve | IPICHUBFY26                   |           |           |         | 442,000 |            | 442,000    |
| Reserve Transit Optimization | TO000  | 5-Reserve | IPICSOMAFY25                  |           |           | 148,850 |         |            | 148,850    |
| Reserve Transit Optimization | TO000  | 5-Reserve | IPICSOMAFY27                  |           |           |         |         | 15,578,905 | 15,578,905 |
| Reserve Transit Optimization | TO000  | 5-Reserve | RM3CoreCapacityFY23           | 452,074   |           |         |         |            | 452,074    |
| Reserve Transit Optimization | TO000  | 5-Reserve | SalesTax(PropK)EP10           |           | 728,295   |         |         |            | 728,295    |
| Reserve Transit Optimization | TO000  | 5-Reserve | SalesTax(PropK)EP11           |           | 1,008,866 |         |         |            | 1,008,866  |
| Reserve Transit Optimization | TO000  | 5-Reserve | SalesTax(PropK)EP2            |           | 3,590,810 |         |         |            | 3,590,810  |
| Reserve Transit Optimization | TO000  | 5-Reserve | SalesTax(PropK)EP22U          | 3,681,023 |           |         |         |            | 3,681,023  |
| Reserve Transit Optimization | TO000  | 5-Reserve | SalesTax(PropK)EP27           | 605,151   |           |         |         |            | 605,151    |
| Reserve Transit Optimization | TO000  | 5-Reserve | GeneralFundPopBaseStreetsFY26 |           |           |         | 250,000 |            | 250,000    |
| Reserve Transit Optimization | TO000  | 5-Reserve | GeneralFundPopBaseStreetsFY27 |           |           |         |         | 250,000    | 250,000    |
| Reserve Transit Optimization | TO000  | 5-Reserve | SalesTax(PropK)EP44           |           | 1,656,191 |         |         |            | 1,656,191  |
| Reserve Transit Optimization | TO000  | 5-Reserve | TSFStreetsFY25                |           |           | 20,000  |         |            | 20,000     |
| Reserve Transit Optimization | TO000  | 5-Reserve | TSFStreetsFY26                |           |           |         | 6,400   |            | 6,400      |

Capital Projects by Phase & Funding Source

| Project Name                 | CIP ID | Phase     | Funding Source | FY 2023    | FY 2024    | FY 2025    | FY 2026    | FY 2027    | Total       |
|------------------------------|--------|-----------|----------------|------------|------------|------------|------------|------------|-------------|
| Reserve Transit Optimization | TO000  | 5-Reserve | TSFStreetsFY27 |            |            |            |            | 6,400      | 6,400       |
| Grand Total                  |        |           |                | 46,101,984 | 38,815,265 | 86,028,980 | 88,790,194 | 71,745,784 | 331,482,207 |



# Acknowledgements

## The Budget, Financial Planning and Analysis Section (BFPA)

The San Francisco Municipal Transportation Agency (SFMTA) Budget, Financial Planning and Analysis Section (BFPA) works to align, optimize, and manage staff and financial resources at one of the most unique public agencies in the world. The section includes the Budget Office, Financial Analysis Office, Asset Management Unit, Funding Strategy and Programs Office, and Grants Administration Office. Combined, these offices guide the Agency’s financial planning efforts; support the prioritization of services, programs and projects; lead the development of the SFMTA’s operating budget, capital budget and other management plans and reports; and support special programs and projects.

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# Board of Directors Resolution

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 220419-035

WHEREAS, The Fiscal Year (FY) 2023-2027 Capital Improvement Program (CIP) represents the culmination of the SFMTA’s efforts to strategically plan and prioritize capital and other one-time project activities from FY 2023 to FY 2027, and is a projection of anticipated revenues; and,

WHEREAS, The FY 2023-2027 CIP establishes a baseline of available revenues to program to specific capital investments, with projects prioritized based on revenue constraints and specific scope, schedules, and budgets to establish accountability in project delivery and efficient use of available financial and staff resources; and,

WHEREAS, On November 16, 2021, the SFMTA Board of Directors approved the Agency’s 20-Year Capital Plan for FY 2023 through FY 2042, which represents the Agency’s unconstrained capital needs for the upcoming 20 years and serves as the basis for developing the fiscally constrained FY 2023-2027 CIP; and,

WHEREAS, In 2021, the SFMTA conducted an update to the 20-Year Capital Plan which found that needs for the transportation system grew by \$365 million between 2019 and 2021; and,

WHEREAS, The FY 2023-2027 CIP represents a five-year projection of the planned expenditures and anticipated revenues for the SFMTA’s capital program, totaling \$2.614 billion for 178 recommended projects within ten programs, including communication and information technology, facility, fleet, parking, security, signals, streets, taxi, transit fixed guideway, and transit optimization and expansion; and,

WHEREAS, Before finalizing the FY 2023-2027 CIP, the SFMTA held public hearings to hear public comment on the budget; and the SFMTA’s Citizens Advisory Council held meetings to consider the FY 2023 and FY 2024 Capital Budget, which are the first two years of the FY 2023-2027 CIP; and,

WHEREAS, The SFMTA incorporated feedback from such meetings into the FY 2023- 2027 CIP; and,

WHEREAS, The Director of Transportation should be authorized to make any necessary technical and clerical corrections to the approved FY 2023-2027 CIP and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments, provided that the Director of Transportation return to the SFMTA Board of Directors for approval of technical or clerical corrections or additional revenues that, in aggregate, exceed ten percent of the total FY 2023-2027 Capital Improvement Program; and,

WHEREAS, On April 8, 2022, the SFMTA, under authority delegated by the Planning Department, determined that the SFMTA Fiscal Year 2023 – 2027 Capital Improvement Program is not a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

WHEREAS, The SFMTA will not seek approval for any recommended projects identified within the CIP that have not yet already undergone environmental review and that are subject to CEQA until there has been complete compliance with the California Environmental Quality Act (CEQA) and Chapter 31 of the San Francisco Administrative Code; If any of these projects are found to cause significant adverse impacts, the SFMTA retains absolute discretion to:

- (1) modify the Project to mitigate significant adverse environmental impacts,
- (2) select feasible alternatives which avoid significant adverse impacts of the Project, (3) require the implementation of specific measures to mitigate the significant adverse environmental impacts of the Project, as identified upon environments evaluation in compliance with CEQA and the City’s Environmental Quality Regulations,
- (4) reject the Project as proposed if the economic and social benefits of the Project do not outweigh otherwise unavoidable significant adverse impacts of the project, or
- (5) approve the Project upon a finding that the economic and social benefits of the Project outweigh otherwise unavoidable significant adverse impacts; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts the FY 2023-2027 Capital Improvement Program totaling \$2.614 billion for 178 recommended projects within ten programs, including communication and information technology, facility, fleet, parking, security, signals, streets, taxi, transit fixed guideway, and transit optimization and expansion; and be it further.

RESOLVED, That the Director of Transportation is authorized to make any necessary technical and clerical corrections to the approved FY 2023-2027 CIP and to allocate additional revenues and/or City and County discretionary revenues in order to fund additional adjustments to the capital budget, provided that the Director of Transportation shall return to the SFMTA Board of Directors for approval of technical or clerical corrections or additional revenues that, in aggregate, exceed ten percent of the total FY 2023-2027 Capital Improvement Program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 19 2022



Secretary to the Board of Directors San  
Francisco Municipal Transportation Agency

**SFMTA Mission:**

We connect San Francisco through a safe, equitable,  
and sustainable transportation system.

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